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MOTOR TREND

SEPTEMBER 2015 MOTORTREND.COM



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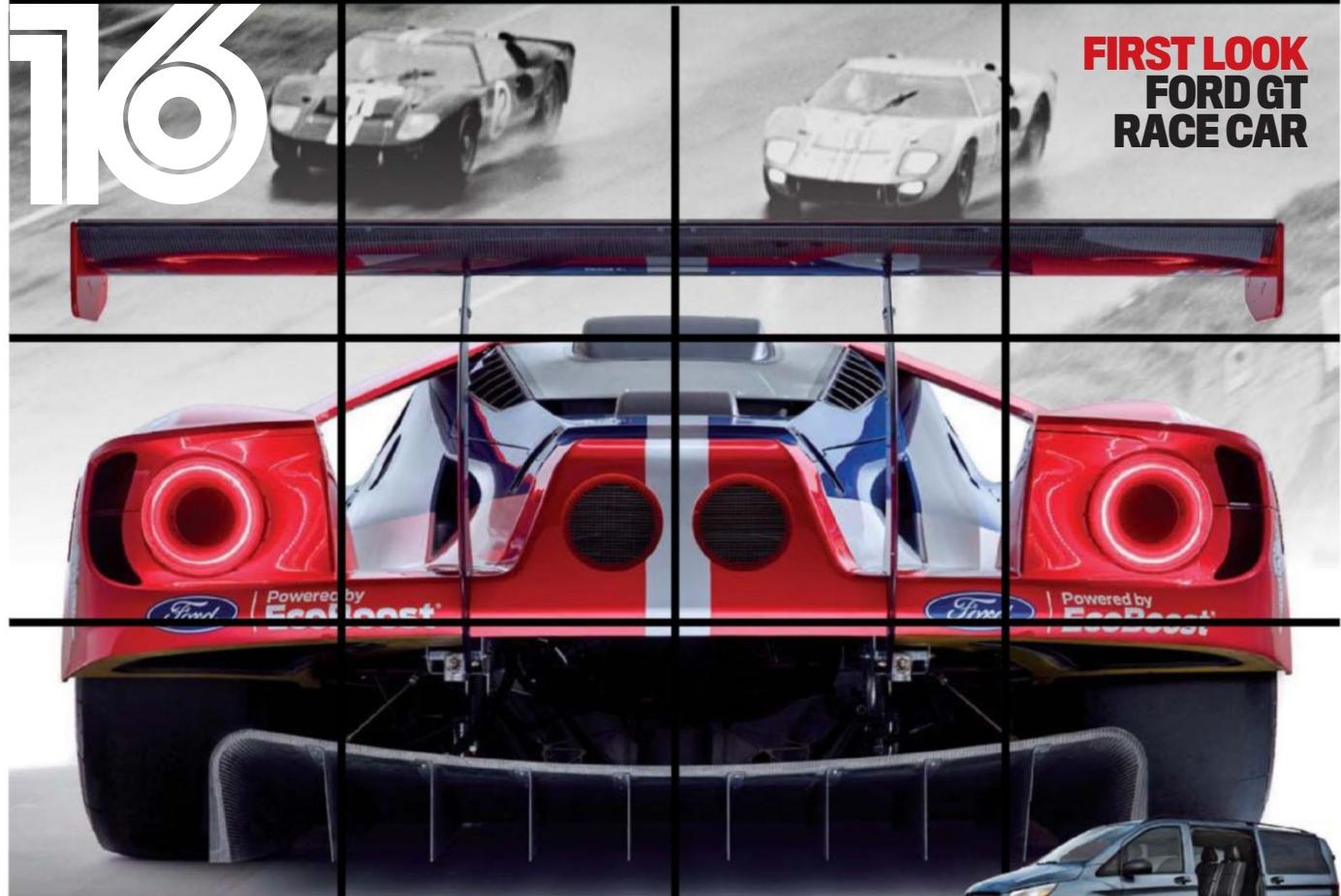
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The Lohdown

Racing to Win

At the 83rd running of the 24 Hours of Le Mans, I found myself in a crowded room with the Ford GT Le Mans racer (see page 15) and face-to-face with the guy who had just introduced it, Bill Ford Jr.

Ford's announcement that it would return to Le Mans in 2016, the 50th anniversary of its podium sweep over rival Ferrari, was no accident. So I asked Bill how competitive his GT would be next year. His response:

"We race to win. Period."

Sure, he hedged a little after, but I like that those were the first words out of his mouth. I liked even more the responses I got when I asked Bill's underlings whose butt it would be if the Blue Oval does not win. To a man, each team member responsible for bringing Ford back to Le Mans was ready to fall on that grenade.

Know who is also serious about winning at Le Mans? The Germans. Since 2000, an Audi has won the 24 Hours of Le Mans 12 times. The only times

Audi did not win were 2003 (Bentley), 2009 (Peugeot), and this year. In 2015, Porsche took its first victory since 1998 and 17th overall (the most by any manufacturer).

I was with Porsche last year when it triumphantly returned to the top step of Le Mans racing. Its pair of 919 Hybrid race cars started strong and one even led the race for a bit, but then hopes were dashed when both cars suffered mechanical failures. One 919 finished the race, no small feat, but the mood in the paddock and suites was grim.

What a difference a year and hundreds of millions of dollars make: Porsche came back in 2015 with three new 919s, which promptly qualified 1, 2, and 3, with the lead qualifier setting a new lap record. The team went on to dominate the race from flag drop to champagne pop; Porsche finished in first, second, and fifth positions.

Audi finished in third, fourth, and seventh.



Cory Lutz



Jason Cammisa



FORD hopes to have the kind of success in its first year back that **Porsche** had in its second.

Back in the Porsche paddock, the beaming faces of the drivers, drenched in sweat and champagne, were met by jubilant executives and engineers, their faces also wet from champagne and tears. Having been embedded with Porsche two years in a row, I can tell you the tears fall harder, and from higher up, when the team wins.

On the subject of racing to win, I'm proud to announce that we've added three new staffers to Team *Motor Trend*: road test editor Chris Walton, editorial video producer Cory Lutz, and senior features editor Jason Cammisa.

Chris Walton returns to *Motor Trend* after a nine-year infiltration of an online competitor. I'm kidding, but not when I say Chris returns to us with speed, consistency, and a wealth of testing knowledge and expertise. We're lucky to have snagged him.

Cory Lutz comes to us from our Mind Over Eye digital production house, where he shot, edited, and directed various automotive programs you might have seen, including supporting videos for our annual Best Driver's Car program. As you'll see, Cory can do it all across our online, video, and social platforms. He's also a fellow graduate of the University of Southern California, so you know he's aces.

Last and loudest is Jason Cammisa, whom many of you might recognize from youtube.com/motortrend. While at our sister publication *Automobile*, Jason hosted a special Head 2 Head video, dubbed "The Carbon Fiber Drag Race," that has managed, at last count, to clock more than 60.5 million views—by far the most

of any production on the *Motor Trend* channel. Jason has been fond of reminding me of this fact, especially when he left our company for a competitor, so it warms my heart to get him back on our team, ready to set new records. ■



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This watch doesn't do dainty. And neither do I. Call me old-fashioned, but I want my boots to be leather, my tires to be deep-tread monsters, and my steak thick and rare. Inspiration for a man's watch should come from things like motorcycles, firefighters and belt sanders. And if you want to talk beauty, then let's discuss a 428 cubic inch V8.

Did I mention the \$59 price tag? This is a LOT of machine for not a lot of money. The Stauer Centurion II Hybrid sports a heavy-duty alloy body, antiqued bronze-finished and detailed with a rotating bezel that allows you to track time and speed. The luminous hour and minute hands mean you can keep working into the night. And the dual digital displays give this watch a hybrid ability. The LCD windows displays the time, day and date, includes a stopwatch function, and features a bright green electro-luminescent backlight.

The band is accented with yellow stitching and the dial and second hand pop with that same memorable color. So go ahead, get to work on that engine or fire up the radial arm saw. This watch can keep up. The only problem you'll have is deciding whether to keep the Stauer Centurion on your dresser with your wallet and car keys or tucked inside your toolbox.

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GEAR, FACTS, INFO

FORD GT RACE CAR 50 Years After the 1-2-3 Finish, the GT Returns to Le Mans



As we predicted months ago, Ford will return to Le Mans next year with its all-new GT supercar, just in time to mark the 50th anniversary of Ford's big 1966 win.

The Ford GT race car, based on the GT that awed us at the North American International Auto Show earlier this year, will run the full 2016 schedules of the FIA World Endurance Championship and Tudor United SportsCar Championship. In partnership with Chip Ganassi Racing, Ford will present four cars at next year's races, two in each series. The GT will make its competition debut in January 2016 in the Rolex 24 in Daytona, Florida.

As we've known for some time, the Ford GT boasts a

3.5-liter, twin-turbo EcoBoost V-6 engine with more than 600 hp, making it the most powerful EcoBoost production engine ever. To prepare it for one of the most difficult races in the world, the race car underwent extensive development testing by Ford and Multimatic Motorsports. The engine is said to be derived from the one used in the Ford-Riley Daytona Prototypes Ganassi currently campaigns in the Tudor series.

"As we developed the Ford GT, from the outset, we wanted to ensure we had a car that has what it takes to return Ford to the world of GT racing," said Raj Nair, global product development boss for Ford, in a release. "We believe the Ford GT's advances in aerodynamics, light-weighting and EcoBoost power will make for a



FORMATION FINISH
After 3 years and \$3 million, Ford GT40 Mk IIs swept the podium in 1966. Ford orchestrated the controversial photo finish.

FIRST LOOK





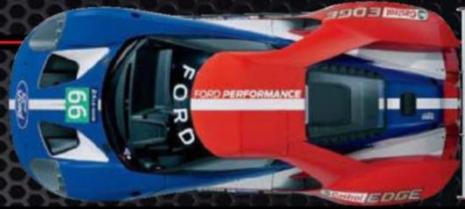
THEY SAY P34 INTERVIEW FORD'S TOP EXECS TALK GT, LE MANS

compelling race car that can once again compete on a global stage." Drivers for the races have not yet been announced, but word in the paddock at this year's Le Mans race, where the car was unveiled, was one of widespread interest.

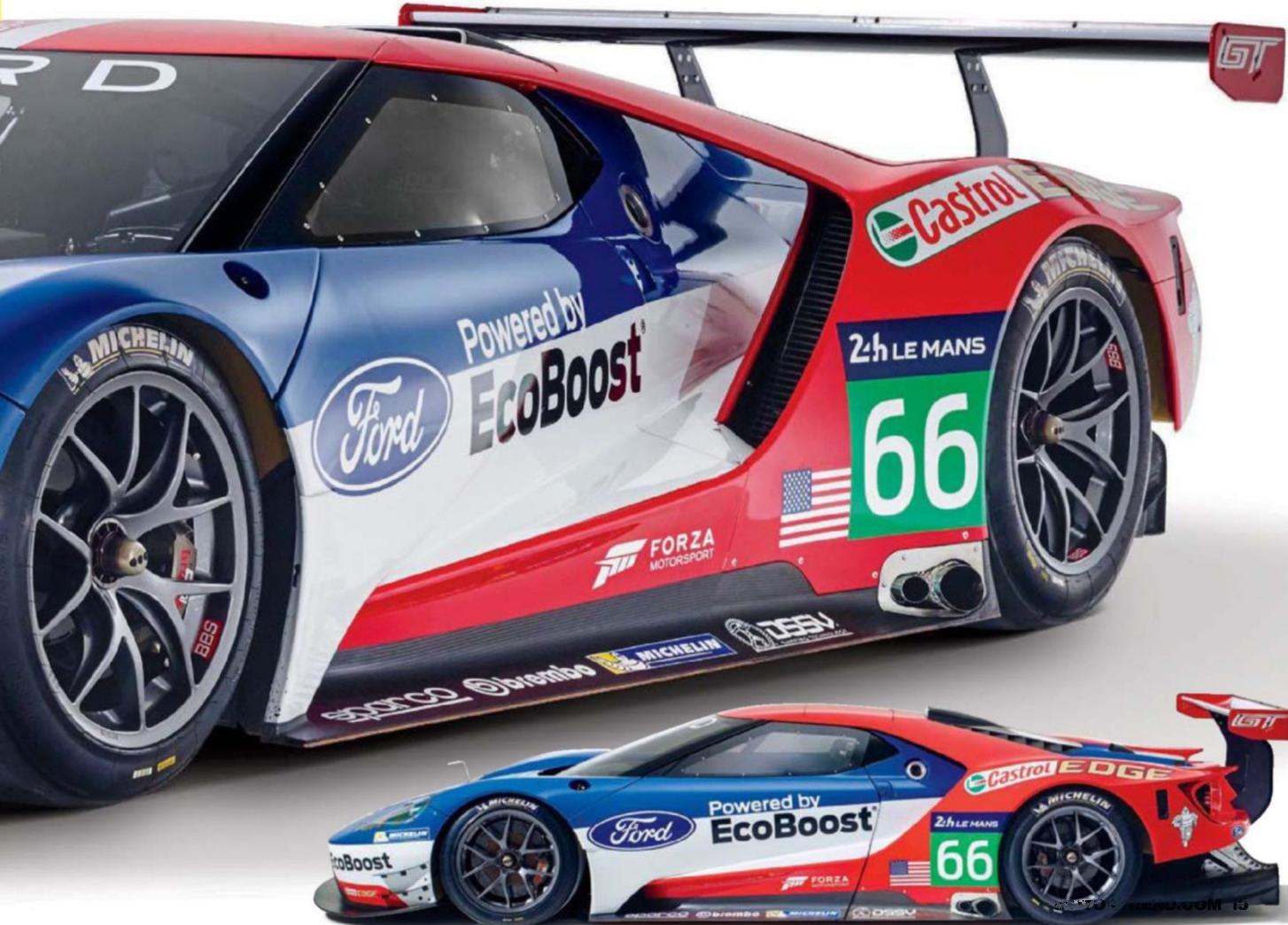
The GT's debut at Le Mans comes with huge expectations, considering Ford's historical success. Ford GT racers swept the podium at the 1966 Le Mans over rival Ferrari. A new mid-engine Ferrari race car, based on the 488 GTB (page 54), will debut next year and compete against the Ford GT, but it won't be a factory-backed effort. Ford's truest rival could be Corvette Racing, whose No. 64 C7.R won the GTE Pro class this year, besting a Ferrari privateer team. **Kelly Pleskot**

We race to win. Period.

YOUR SAY P36 READERS TALK BACK



The GT's debut at Le Mans comes with huge expectations.



Intake

2016 BMW 7



► The last time you went to an auto show, you might have seen a concept car with some wild features and thought to yourself, "Nah, that's never going to happen." Well, the new BMW 7 Series might just be the car that proves us all wrong. The flagship sedan doesn't look dramatically different, but its new lightweight body, gesture control technology, and plug-in hybrid option represent significant changes from the previous model.

The all-new BMW 7 Series will be offered in the U.S. exclusively as a long-wheelbase version, and it gains more than 6.6 inches in length over its predecessor. But the biggest visual changes are up front, where the sedan's "eyes" are now connected to the kidney grille, which now features flaps that open automatically to help cool the engine. The model also features a lower center of gravity and has front and rear self-leveling air suspension.

The 7 Series loses 190 pounds as a result of the use of lightweight materials under the sheetmetal. BMW says the model is the first car to use mass-produced carbon-fiber-reinforced plastic as a structural element



NO APP NEEDED The new 7 Series' key fob has a touchscreen that can display vehicle information and control windows, locks, and more.

in combination with steel and aluminum, and for the first time, the doors and trunklid are made of aluminum.

The base 740i model produces 320 hp from its 3.0-liter inline-six engine and promises better efficiency and responsiveness than its predecessor. The 750i xDrive model features a 4.4-liter V-8 with 445 hp and greater efficiency. These models are paired with an eight-speed automatic linked with the car's navigation, so the powertrain optimizes its control strategy to the driving situation and route profile.

Starting in 2016, BMW will offer the 740e xDrive plug-in hybrid developed with technology the automaker gleaned from its i3 and i8 electrified cars.

A 2.0-liter gas engine pairs with an electric drive unit integrated into the eight-speed transmission. Its lithium-ion battery can be recharged from a standard domestic outlet, a public station, or even a BMW i Wallbox. Drivers can activate two driving modes by pressing a button on the center console. In MAX eDrive mode, the car runs purely on electric power at speeds up to 75 mph for a top range of 23 miles. In AUTO eDrive mode, the electric motor helps provide extra power when the gas engine is operating.

One of the new flagship's most intriguing features is the redesigned iDrive system. Not only does a new touchscreen make it easier to operate, but gesture controls also bring a new element into the game. By gesturing near the center console, drivers can adjust volume controls and accept or reject incoming calls. Drivers can also configure a gesture for a function of their choosing, such as navigation to the home address or deactivation of a screen. These gesture controls are not an add-on but come standard with the iDrive system and are recognized by 3-D sensors.

Other features include built-in Wi-Fi connectivity, a 12.3-inch instrument cluster display, fold-out rear tables, a display key, and wireless charging for cell phones. In the Luxury Rear Seating package, drivers can indulge in heated front and rear armrests and a 7.0-inch command tablet. To top it off, this package offers eight massaging choices and three levels of intensity. Drivers can even select a "Vitality Program" that BMW describes as "active training to revitalize the body on longer journeys."

Another interesting feature is an Ambient Air package that will spritz the car with one of eight scents. Meanwhile, BMW has updated its head-up display with better graphics and a larger projection area, and the new generation of parking assist lets drivers pull in or out of perpendicular spots remotely using the key fob while the car works all of the controls.

The BMW 7 Series will be introduced in the U.S. as the 740i and 750i xDrive. Prices start at \$82,295 and \$98,395, respectively. Watch for the new 7 Series to arrive in showrooms this fall.

Kelly Plesko



NO REMOTES

Forget remotes and rotary controllers. The Luxury Rear Seating package adds a 7-inch tablet as a controller.



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Intake

Takata Airbag Recall Expands in Scope

► What began with 3.4 million vehicles recalled worldwide in 2013 has exploded into the largest consumer product recall in American history. Nearly 34 million vehicles have been recalled in the U.S. alone as of press time. At the heart of the recall are defective airbags made by Takata Corporation of Japan. The airbags have killed at least six people and injured hundreds.

The recall has expanded several times over the past two years as more vehicles with the defective airbags have been identified. Automakers issuing recalls include BMW, Daimler Trucks, Fiat Chrysler Automobiles, Ford, General Motors, Honda, Mazda, Mitsubishi, Nissan, Subaru, and Toyota. The vehicles involved were built after the 2000 model year. To see if your vehicle is affected, contact your dealer or go to SaferCar.gov and enter your VIN.

At issue are the inflators used to deploy the airbags during a crash. The inflators use a tiny, controlled explosion, and defective inflators have been exploding with too much force, sending metal shrapnel into the vehicle. The defective inflators appear to be limited to driver and front-passenger airbags, not side-impact, head curtain, knee, seatbelt, or other airbags.

Analysis into the root of the problem is ongoing, but preliminary investigations suggest moisture seeping into the inflator destabilizes the chemical compound and makes it more explosive than intended. Initial recalls were focused on humid areas such as the American South but are now nationwide.

Takata is under fire from American

regulators and lawmakers both for the defect and for an alleged cover-up. According to a report by The New York Times, Takata engineers testing airbags in 2004 discovered the defect, but managers instructed them to cease testing and destroy the data and test samples. Takata did not issue a related recall until 2008.

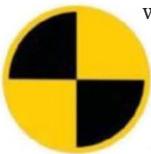
Representatives from Takata and the National Highway Traffic Safety Administration (NHTSA) were hauled before the House Subcommittee on Commerce, Manufacturing, and Trade on June 2 to explain their efforts to replace the defective airbags and their investigations into the cause of the defect. NHTSA had previously subpoenaed Takata, demanded millions of pages of documents related to the recall, and fined the company \$14,000 per day for failing to

provide all the documents requested. Takata was accused at the time of failing to accept responsibility. Japanese regulators are also investigating.

Due to the size of the recall and Takata's ongoing commitments to provide airbags for new vehicles, the company has been forced to contract with TRW Automotive, Autoliv, and others to produce replacement inflators. Takata says roughly 70 percent of replacement inflators will be made by other suppliers.

Some replacement inflators, however, might need to be replaced. At press time, Reuters reported that at least 400,000 replacement inflators might still use the wrong chemical igniter and could be dangerous. Half a million replacements have been confirmed safe, but the status of an additional 3 million is unknown. Takata, NHTSA, and the automakers are having trouble identifying which vehicles contain defective original or replacement inflators, but both will need to be replaced. There is also some disagreement over the 34 million vehicle figure, as some vehicles could have more than one defective Takata airbag and could be double-counted.

Takata plans to ship at least 1 million replacement inflators per month from its factories and its contractors by the end of the year, which means it will take more than two years to complete the recall, barring any additional problems. NHTSA is urging owners to have their airbags replaced, as in many recalls a significant percentage of affected vehicles never get repaired. **Scott Evans**



DANGEROUS The defect causes airbags to deploy with too much force, so much that it can break the metal housing and fire shrapnel along with airbags at occupants.

MIKE CONNOR
MTCONFIDENTIAL

Correction/Update time: We reported last time around that the Chevrolet LS7 engine would live in the upcoming **Cadillac ATS-V+**. Although Cadillac offered only a flimsy denial of our report, we're hearing we might have the engine right—but the car wrong. Word is the ATS-V+ will make do with extra boost on its twin-turbo V-6.

The **LS7**, meanwhile, may be staying in the Camaro. Sources responding to our last report are now saying the **Camaro Z/28** has been so popular that **Chevy wants to do another** with the next-gen car, and the brass wants the LS7 under the hood. Even with no updates (unlikely), the high-revving LS7 in a lighter, nimbler package is very appealing...Sources from across the pond also were spurred by our latest report. We said Jaguar will do a **smaller E-Pace SUV** after the F-Pace, but we'd heard whispers of a larger SUV, as well. Now those whispers are getting louder, and we're confident a larger, more luxurious J-Pace is also in the plans...**Subaru** is finally doing something about the Tribeca-size hole in its lineup. A three-row replacement is slated to land next year. Also coming next year: an **all-new Impreza**, and slightly further down the line, a long-awaited **hatchback version of the WRX**...We can also confirm the sedan-in-name-only Aston Martin Rapide is toast. With the successful rebirth of the Lagonda brand, **Aston is giving up on the Rapide** and replacing it with an upcoming Lagonda model once the brand expands beyond the Middle East...There's something of a performance renaissance brewing over at Honda. First we get the **all-new NSX**, then the **Civic Type-R** is announced for America, then word comes Honda might do a more powerful version of the sporty, mid-engine S660 kei car for the U.S. market. Now patent drawings of a proposed "**Baby NSX**" have leaked. Looking like a cross between the NSX and the S660, it appears to be a mid-engine, two-seat sports car with a transversely mounted engine. Our best guess? The Civic Type-R's powertrain or similar mounted behind the seats. When asked to comment on its existence, Honda North American vice president John Mendel simply said, "No. I'd probably get fired if I did." No one has ever been fired for denying the existence of a future product, so ...

LEGENDARY
COVERAGE



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Intake

2016 Mercedes-Benz Metris

► Following the success of the Sprinter in the United States, Mercedes-Benz has decided to introduce a midsize van to our market. Called the Vito in Europe, the Metris, as it'll be named here, will debut for the 2016 model year. The design is reminiscent of a minivan, but Mercedes has made it clear that it'll market the Metris to commercial and fleet buyers.

According to Mercedes-Benz, the midsize van segment will see real growth over the next few years, and with the new van's just-right dimensions, the automaker expects the Metris to meet the demand. It features luxury amenities such as crosswind assist that you'd more likely find on a premium sedan than in a commercial van. Available features include eco start/stop, active parking assist, and collision prevention assist, among others.

The Metris doesn't use the range of diesel engines found on the larger Sprinter but



MIDIVAN Commercial customers want an upright van, so while it's only a half-inch longer than an Odyssey, the Sprinter is 6 inches taller and 0.7 inch wider.

Newcomer



instead gets power from a turbocharged four-cylinder gas engine that produces 208 hp and 258 lb-ft of torque. The simple interior recalls the Sprinter and unfortunately has the same outdated infotainment screen and manually adjustable seats. Unlike the Sprinter, though, the Metris has a more secure stance on the road.

The Metris' handling is much better than the Sprinter's because of its smaller dimensions, but the steering feel could be sharper. Naturally, it doesn't corner like a car at high speeds, as the Metris has a lot of weight behind it, but you don't feel but you don't

feel as top-heavy as some other commercial vans. The ride is about as smooth as you would expect from a Mercedes-Benz passenger car; most road imperfections are merely minor disturbances.

Although the Metris weighs more than 4,200 pounds, acceleration feels strong. The touchy brake pedal takes some getting used to, however. Sudden braking can be challenging, as the weight plays a big factor, much like it does in the larger Sprinter. We'll wait to get one in for a more extensive evaluation before we make a final judgment.

Megan Stewart



SPECIFICATIONS **Base Price** \$29,945 - \$33,495 **Vehicle Layout** Front-engine, RWD, 2-8-pass, 4-door van **Engine** 2.0L/208-hp/258-lb-ft turbocharged DOHC 16-valve I-4 **Transmission** 7-speed automatic **Curb Weight** 4,250-4,850 lb (est) **Wheelbase** 126.0 in **L x W x H** 202.4 x 75.9 x 74.4-75.2 in **0-60 MPH** 9.5-10.0 sec (MT est) **EPA City/Hwy/Comb Fuel Econ** Not yet rated **On Sale in U.S.** October

For people with a higher risk of stroke due to
Atrial Fibrillation (AFib) not caused by a heart valve problem

I won't accept going for less than my personal best.



ELIQUIS® (apixaban) is a prescription medicine used to reduce the risk of stroke and blood clots in people who have atrial fibrillation, a type of irregular heartbeat, not caused by a heart valve problem.

IMPORTANT SAFETY INFORMATION:

- Do not stop taking ELIQUIS for atrial fibrillation without talking to the doctor who prescribed it for you. Stopping ELIQUIS increases your risk of having a stroke. ELIQUIS may need to be stopped, prior to surgery or a medical or dental procedure. Your doctor will tell you when you should stop taking ELIQUIS and when you may start taking it again. If you have to stop taking ELIQUIS, your doctor may prescribe another medicine to help prevent a blood clot from forming.
- ELIQUIS can cause bleeding, which can be serious, and rarely may lead to death.
- You may have a higher risk of bleeding if you take ELIQUIS and take other medicines that increase your risk of bleeding, such as aspirin, NSAIDs, warfarin (COUMADIN®), heparin, SSRIs or SNRIs, and other blood thinners. Tell your doctor about all medicines, vitamins and supplements you take.

While taking ELIQUIS, you may bruise more easily and it may take longer than usual for any bleeding to stop.

- Get medical help right away if you have any of these signs or symptoms of bleeding:
 - unexpected bleeding, or bleeding that lasts a long time, such as unusual bleeding from the gums; nosebleeds that happen often, or menstrual or vaginal bleeding that is heavier than normal
 - bleeding that is severe or you cannot control
 - red, pink, or brown urine; red or black stools (looks like tar)
 - coughing up or vomiting blood or vomit that looks like coffee grounds
 - unexpected pain, swelling, or joint pain; headaches, feeling dizzy or weak
- ELIQUIS is not for patients with artificial heart valves.

Now I'm going for something better than warfarin. ELIQUIS.

ELIQUIS® (apixaban).

Reduced the risk
of stroke better
than warfarin.

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major bleeding
than warfarin.

No routine blood testing.

ELIQUIS and other blood thinners increase the risk of bleeding which can be serious, and rarely may lead to death.

Ask your doctor if ELIQUIS is right for you.

- **Spinal or epidural blood clots (hematoma).** People who take ELIQUIS, and have medicine injected into their spinal and epidural area, or have a spinal puncture have a risk of forming a blood clot that can cause long-term or permanent loss of the ability to move (paralysis). This risk is higher if, an epidural catheter is placed in your back to give you certain medicine, you take NSAIDs or blood thinners, you have a history of difficult or repeated epidural or spinal punctures. Tell your doctor right away if you have tingling, numbness, or muscle weakness, especially in your legs and feet.

- **Before you take ELIQUIS,** tell your doctor if you have: kidney or liver problems, any other medical condition, or ever had bleeding problems. Tell your doctor if you are pregnant or breastfeeding, or plan to become pregnant or breastfeed.

- **Do not take ELIQUIS if you** currently have certain types of abnormal bleeding or have had a serious allergic reaction to ELIQUIS.

A reaction to ELIQUIS can cause hives, rash, itching, and possibly trouble breathing. Get medical help right away if you have sudden chest pain or chest tightness, have sudden swelling of your face or tongue, have trouble breathing, wheezing, or feeling dizzy or faint.

You are encouraged to report negative side effects of prescription drugs to the FDA. Visit www.fda.gov/medwatch, or call 1-800-FDA-1088.

Please see additional Important Product Information on the adjacent page.

Individual results may vary.

**Learn about savings and offers.
Visit ELIQUIS.COM or call 1-855-ELIQUIS**

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432US15BR00196-01-01 04/15

Eliquis.
(apixaban) tablets 5mg
2.5mg

IMPORTANT FACTS about ELIQUIS® (apixaban) tablets

The information below does not take the place of talking with your healthcare professional. Only your healthcare professional knows the specifics of your condition and how ELIQUIS may fit into your overall therapy. Talk to your healthcare professional if you have any questions about ELIQUIS (pronounced ELL eh kwiss).

What is the most important information I should know about ELIQUIS (apixaban)?

For people taking ELIQUIS for atrial fibrillation: Do not stop taking ELIQUIS without talking to the doctor who prescribed it for you. Stopping ELIQUIS increases your risk of having a stroke. ELIQUIS may need to be stopped, prior to surgery or a medical or dental procedure. Your doctor will tell you when you should stop taking ELIQUIS and when you may start taking it again. If you have to stop taking ELIQUIS, your doctor may prescribe another medicine to help prevent a blood clot from forming.

ELIQUIS can cause bleeding which can be serious, and rarely may lead to death. This is because ELIQUIS is a blood thinner medicine that reduces blood clotting.

You may have a higher risk of bleeding if you take ELIQUIS and take other medicines that increase your risk of bleeding, such as aspirin, nonsteroidal anti-inflammatory drugs (called NSAIDs), warfarin (COUMADIN®), heparin, selective serotonin reuptake inhibitors (SSRIs) or serotonin/norepinephrine reuptake inhibitors (SNRIs), and other medicines to help prevent or treat blood clots.

Tell your doctor if you take any of these medicines. Ask your doctor or pharmacist if you are not sure if your medicine is one listed above.

While taking ELIQUIS:

- you may bruise more easily
- it may take longer than usual for any bleeding to stop

Call your doctor or get medical help right away if you have any of these signs or symptoms of bleeding when taking ELIQUIS:

- unexpected bleeding, or bleeding that lasts a long time, such as:
 - unusual bleeding from the gums
 - nosebleeds that happen often
 - menstrual bleeding or vaginal bleeding that is heavier than normal
- bleeding that is severe or you cannot control
- red, pink, or brown urine
- red or black stools (looks like tar)
- cough up blood or blood clots
- vomit blood or your vomit looks like coffee grounds
- unexpected pain, swelling, or joint pain
- headaches, feeling dizzy or weak

ELIQUIS is not for patients with artificial heart valves.

Spinal or epidural blood clots (hematoma).

People who take a blood thinner medicine (anticoagulant) like ELIQUIS, and have medicine injected into their spinal and epidural area, or have a spinal puncture have a risk of

forming a blood clot that can cause long-term or permanent loss of the ability to move (paralysis). Your risk of developing a spinal or epidural blood clot is higher if:

- a thin tube called an epidural catheter is placed in your back to give you certain medicine
- you take NSAIDs or a medicine to prevent blood from clotting
- you have a history of difficult or repeated epidural or spinal punctures
- you have a history of problems with your spine or have had surgery on your spine

If you take ELIQUIS (apixaban) and receive spinal anesthesia or have a spinal puncture, your doctor should watch you closely for symptoms of spinal or epidural blood clots or bleeding. Tell your doctor right away if you have tingling, numbness, or muscle weakness, especially in your legs and feet.

What is ELIQUIS?

ELIQUIS is a prescription medicine used to:

- reduce the risk of stroke and blood clots in people who have atrial fibrillation.
- reduce the risk of forming a blood clot in the legs and lungs of people who have just had hip or knee replacement surgery.
- treat blood clots in the veins of your legs (deep vein thrombosis) or lungs (pulmonary embolism), and reduce the risk of them occurring again.

It is not known if ELIQUIS is safe and effective in children.

Who should not take ELIQUIS?

Do not take ELIQUIS if you:

- currently have certain types of abnormal bleeding
- have had a serious allergic reaction to ELIQUIS. Ask your doctor if you are not sure

What should I tell my doctor before taking ELIQUIS?

Before you take ELIQUIS, tell your doctor if you:

- have kidney or liver problems
- have any other medical condition
- have ever had bleeding problems
- are pregnant or plan to become pregnant. It is not known if ELIQUIS will harm your unborn baby
- are breastfeeding or plan to breastfeed. It is not known if ELIQUIS passes into your breast milk. You and your doctor should decide if you will take ELIQUIS or breastfeed. You should not do both

Tell all of your doctors and dentists that you are taking ELIQUIS. They should talk to the doctor who prescribed ELIQUIS for you, before you have any surgery, medical or dental procedure.

Tell your doctor about all the medicines you take, including prescription and over-the-counter medicines, vitamins, and herbal supplements. Some of your other medicines may affect the way ELIQUIS (apixaban) works. Certain medicines may increase your risk of bleeding or stroke when taken with ELIQUIS.

How should I take ELIQUIS?

Take ELIQUIS exactly as prescribed by your doctor. Take ELIQUIS twice every day with or without food, and do not change your dose or stop taking it unless your doctor tells you to. If you miss a dose of ELIQUIS, take it as soon as you remember, and do not take more than one dose at the same time. **Do not run out of ELIQUIS. Refill your prescription before you run out.** When leaving the hospital following hip or knee replacement, be sure that you will have ELIQUIS available to avoid missing any doses. **If you are taking ELIQUIS for atrial fibrillation, stopping ELIQUIS may increase your risk of having a stroke.**

What are the possible side effects of ELIQUIS?

- See "What is the most important information I should know about ELIQUIS?"
- ELIQUIS can cause a skin rash or severe allergic reaction. Call your doctor or get medical help right away if you have any of the following symptoms:
 - chest pain or tightness
 - swelling of your face or tongue
 - trouble breathing or wheezing
 - feeling dizzy or faint

Tell your doctor if you have any side effect that bothers you or that does not go away. These are not all of the possible side effects of ELIQUIS. For more information, ask your doctor or pharmacist.

Call your doctor for medical advice about side effects. You may report side effects to FDA at 1-800-FDA-1088.

This is a brief summary of the most important information about ELIQUIS. For more information, talk with your doctor or pharmacist, call 1-855-ELIQUIS (1-855-354-7847), or go to www.ELIQUIS.com.

Manufactured by:
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Marketed by:
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We Say....

New Sports Experience Lite

Honda builds an NSX-L

> My long-awaited opportunity to drive Honda's all-new second-generation Acura NSX will finally come later this year. And what an opportunity it should be. Blending the exotic low-slung looks of a mid-engine Audi R8, the power and all-wheel traction of a twin-turbo Nissan GT-R, and the hybrid electric assist of a seven-figure Porsche 918, the NSX reads like a technological tour de force that, in the footsteps of its predecessor, puts sports car makers from Europe and America on high alert. Without a doubt, the NSX promises the kind of silly stats we've come to expect from near-600-horsepower, all-wheel-drive supercars: 0-60 mph in less than 3.0 seconds, a quarter mile in the 11s, and a Nürburgring Nordschleife jaunt in the low 7-minute range. OMG impressive. But will it be LOL fun? Put a smile on your face, regardless of what stupid-fast number is lighting up the speedometer? Well, if it's half as entertaining as Honda's 63-horsepower JDM S660 kei roadster, we're in for one helluva ride.

Japan's *kei* class of automobiles—limited to 660cc of engine displacement and 133.9 x 58.3 x 78.7 inches (L x W x H) of overall dimensions—is immensely popular on the island nation because of low registration taxes and initial cost, high fuel economy, and tidy size.

And currently no *kei* car is as coveted as the S660, a mid-engine, rear-drive go-kart tanning machine. (About six folds of the "roll-top" canvas toupee lets the rays in.) For a *kei* car, the S660 is on the small side (133.7 x 58.1 x 46.5), so if Honda had wanted, the roadster could be almost 3 feet taller and still meet the size requirements. But what fun would that be? Nope, the S660 is a limbo-stick master with a center of gravity that from behind the wheel comes about even with your belly button. And with a floor that sits less than 5 inches above pavement, your bottom is not far from bottom. How low can you go? Low.

How fast can you go? In a straight line, not very. My best guess for the S660's 0-60 time is a little north of 10.0 seconds. Remember, it's got only 63 horsepower, making the SO7A DOHC turbocharged 3-cylinder less powerful than most sport-bike engines. But also remember, the S660 weighs just 1,800 pounds, so with a healthy 77 lb-ft of torque at only 2,600 rpm, it feels energetic off the line and gutsy out of corners. Further, the redline, at 7,700 rpm, is lofty, leaving lots of smooth powerband to explore; the turbo's blow-off valve is amplified to delight the eardrums; and the standard six-speed manual (which, by the way, makes the

Ron Kiino
THE KIINO



S660 the first mid-engine *kei* to offer a stick, according to Honda) is typical Honda brilliance, offering the same flick-of-a-wrist action that made the S2000 so memorable. That's what double-cone synchros for first and second gears and a carbon synchro for third can do. No cutting corners.

Speaking of corners, they're where this humble Honda excels. The suspension is independent all around, rare for a *kei* car, and the brakes are discs (10.2 inches) at every corner, even rarer. Sixty percent of the rigid body is made up of lightweight, high-strength steel. Staggered Yokohama Advan Neova AD08R tires—165/55R15 front, 195/45R16 rear—suction to the pavement and distribute the S660's curb weight 45/55 front/rear. Dial in the 13.8-inch, leather-wrapped, flat-bottom steering wheel (the smallest diameter in any Honda), heel-and-toe the optimally placed drilled pedals, or lean on the fade-free binders, and just like in a go-kart, the S660 puts you in the sensorial center of the action. The responses are immediate, the feel otherworldly, the grins never-ending. Sounds like a New Sports Experience to me. ■

Just like in a go-kart, the S660 puts you in the sensorial center of the action.



THE TALE OF THE
2016 EQUINOX

AS TOLD FROM THE SAFETY OF THE DRIVER'S SEAT.

We sat down with engineer and all-around safety whiz Dennis Kazensky and seating guru Doug Bertoia to talk about safety technology and smart seating that not only helps keep us safer, but also more comfortable.





DENNIS KAZENSKY

CHEVROLET GLOBAL SYSTEMS LEAD – ACTIVE SAFETY ENGINEER

Do you think available active safety features are helping drivers become more aware on the road?

Absolutely. In fact, we design our available advanced active safety features to encourage good driving behavior, such as getting drivers to look toward the crash threat. For example, in the 2016 Equinox, we put the new available Side Blind Zone Alert on the exterior side mirrors so drivers can conveniently check for both alerts and approaching traffic outside their blind zones.

How do you determine the best way to alert the driver?

Alert design depends on several factors, including how often an alert occurs, the urgency of the crash situation and driver acceptance. For example, the Side Blind Zone Alert, offered in the 2016 Equinox, is visual only because drivers commonly experience

blind spot threats when they're already monitoring the road for that situation. On the other hand, we designed the available Rear Cross Traffic Alert in the 2016 Equinox to be more attention-getting — since these situations are less frequent and may not even be visible to the driver in crowded parking situations or driveways with side obstructions. So if crossing traffic is detected when backing up, left- or right-side audible alerts are presented to let the driver know where the traffic is coming from. In addition, red caution triangles with directional arrows appear on the rear vision camera screen so the driver can easily check what is going on behind them. We conduct careful research with drivers before preparing features for production, which is paying off, as consumer surveys indicate owners love these features.

“We design our available advanced active safety features to encourage good driving behavior.”

Dennis Kazensky

CHEVROLET GLOBAL SYSTEMS LEAD – ACTIVE SAFETY ENGINEER



DOUG BERTOIA

CHEVROLET TECHNICAL LEAD – SEAT SYSTEMS ENGINEER

How did you design the Multi-Flex® sliding rear seat and what were some of the challenges?

Equinox introduced the Multi-Flex sliding rear seat to adapt to a wide variety of different cargo and passenger needs. It definitely had its challenges when it was developed. We weren't able to utilize the center rail that attaches the seat to the underbody structure and supports the passenger weight because it would interfere with the seat's sliding functionality. In order to execute a full-width cushion with the forward and rear sliding feature, we had to manage the weight of the occupants through the seat structure without the center rail. We solved this by distributing the load to the outer sides of the seat.

What materials do you use when designing a seat and how do you test them?

Engineering a vehicle seat requires us to test a wide range of materials: the urethane foams that you sit on, various metals, electrical components and safety belt pretensioners, to name a few. Soft materials, like foam, have traditionally been very challenging to test. However, with the help of a new technology, Finite Element Analysis, we can now digitally simulate soft materials to help design seats that are structurally supportive and comfortable. It's exciting to be able to apply groundbreaking technology to help us engineer the seats of the future.



We Say....

Illustration Samuel A. Minick

Ultra-High-Smallness Steel

► Cheap gas makes vehicle buyers eager to pay for space, comfort, and capability and utterly unwilling to spend a dime on fuel economy. But although our embarrassingly ineffective government feels bad about the oil use and carbon dioxide production this free-market reality results in, it doesn't have the cojones to fix the problem efficiently with a gas tax. Instead, it passes the buck to automotive engineers who must figure out ways to sneak fuel efficiency into vehicles without buyers noticing on the window sticker. A potential success story on that front: affordable steel that's about as light and strong as aluminum.

It's called NanoSteel. It's designed to be producible in existing steel mills and stamped using conventional tooling typically used for today's more advanced steels, and it delivers ultra-high strength. As the name implies, the magic happens at the nanometer grain-structure scale, thanks to the discovery of new thermochemical-enabling mechanisms that create nanostructures exhibiting unique combinations of strength and ductility.

Conventional wisdom says changing the ratio of some elements of the company's recipe to increase strength would result in steel that is too brittle. But the alloy and resulting nanostructures that Providence, Rhode Island-based NanoSteel have developed prevent "coarsening" of the steel grains during processing. Instead, NanoSteel's tiny grain structures undergo nanophasse refinement at high temperatures to produce grains and structures that are smaller by an order of magnitude than in typical advanced high-strength steels. The resulting sheet steel is capable of being stamped in a conventional forming process, and the steel does some of its hardening during the forming process.

How light is it? German engineering consultancy EDAG designed a car body

Frank Markus
TECHNOLOGUE

structure identical to the one designed for a NHTSA lightweight vehicle study, patterned after a 2011 Accord using three grades of thinner-gauge NanoSteel in exactly the same stampings. The result was 10 percent weight savings relative to the NHTSA car, or a 30 percent improvement over the Accord baseline with equivalent crashworthiness and noise, vibration, and harshness levels. That result saw just 4.6 percent less weight savings than an aluminum lightweight vehicle produced by EDAG in a parallel study, but NanoSteel points out that closing that gap could be easily accomplished by optimizing all the stamped parts' section shapes to fully exploit the formability of NanoSteel.

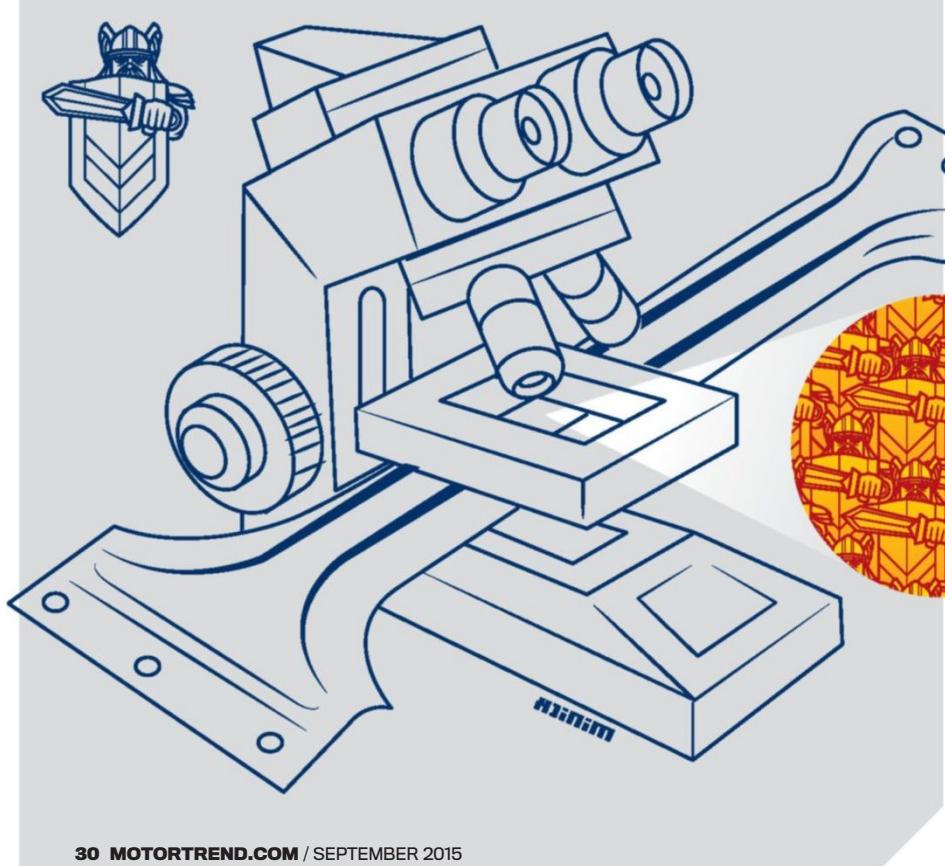
That's the real secret sauce here. Every structural element in a vehicle must meet targets for strength and stiffness. Both the strength and stiffness of the part are dependent on its gauge thickness and the design of the part's shape and section.

Today's highest-strength steels severely limit an engineer's freedom to tune a part's shape, which forces an increase in gauge thickness and weight to generate the required stiffness or strength. The strongest parts in today's car bodies—things such as B-pillars—must be stamped while they're red hot (requiring pricier equipment) to get the right combination of strength and formability. Without heating, other high-strength steels are limited to simple "hat" sections to form the part. Adding more refined features such as corrugations would very likely permit a reduction in gauge thickness.

NanoSteel's improved formability permits this fine-tuning of shapes without heating up the part during stamping. Because that EDAG study used carryover part shapes, NanoSteel is confident that a further optimized body structure could achieve the weight savings of aluminum while costing substantially less to produce.

NanoSteel does not own steel mills; it is licensing its recipe to existing steel suppliers and is close to providing commercial material samples to various automakers that are expected to begin incorporating the material into their next generation of vehicles. Who'd say no to a big, comfy, cheap, higher-mpg car that magnets stick to? ■

NanoSteel could achieve the weight savings of aluminum while costing substantially less.





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Whatever your day has in store for you, start it off with Edge® Shave gel. It creates a layer of lubricating molecules that helps your razor give you a close shave with less irritation.

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Meister Watches

Lexus F Watch • \$250 • thelexuscollection.com

Inspired by the Lexus F series, the beefy rubber strap and carbon-fiber dial on this stainless steel timepiece provide a look that's plenty sporty.



CTEK

CTEK MUS 4.3 • \$85 • smartercharger.com

The eight-step charger will not only maintain the charge of your 12-volt lead-acid battery, but it will also diagnose it to determine if it can retain a proper charge and will restore a depleted battery.



Ruffwear

**Load Up Harness
\$80 • ruffwear.com**

This harness, tested at an NHTSA-contracted facility, clips into your seatbelt to keep Fido safe and your eyes on the road.

Winngear

Montar Universal Car Mount • \$30 winngear.com

Mount navigation or mobile devices with up to a 6-inch screen with the self-proclaimed "world's strongest suction cup." Its rubber grips help minimize screen scratches.

BACK OF THE NAPKIN

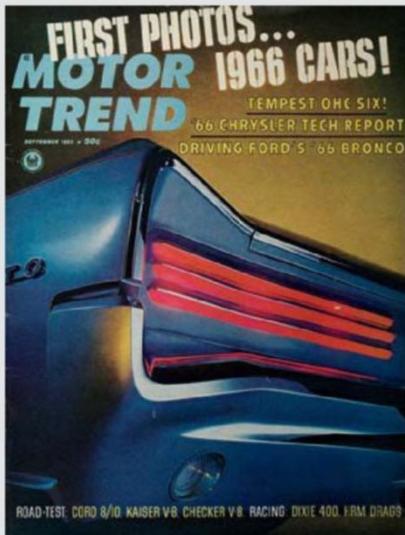
LUC DONCKERWOLKE, HYUNDAI/KIA



Former Bentley design chief Luc Donckerwolke put pen to napkin for us this month before departing for Hyundai/Kia as heir apparent to current president and design icon Peter Schreyer. Experimental concept number 10 Speed 6, or EXP 10 Speed 6, recalls Bentley's roguish racing history while looking forward to a possible halo-burnishing supercar. It won't be the next Flying B we'll see; Donckerwolke's Bentayga SUV makes its debut this fall.



From the Motor Trend Archive...
REARVIEW



50
SEPTEMBER
1965

PRICE: \$0.50
The first photos of 1966's new metal were the big story, but this issue also

featured our first test of the now-iconic Ford Bronco. We proclaimed the Bronco a winner off the bat, as comfortable on-road as it was capable off. "From the comfort and convenience angles alone, the Bronco shines. But most important, it isn't a chore to drive."



30 10
SEPTEMBER
1985

PRICE: \$2.00
It takes a special car to grab the cover of *MT* from a 200-mph Corvette, but what a special ride the Porsche 959 turned out to be. We took you behind the scenes on the 959 in this September exclusive.

SEPTEMBER
2005

PRICE: \$3.99
"The answer is always Miata." So goes the Internet meme and our cover; we had our First Drive in the third-gen Mazda MX-5. We also pitted the Chrysler PT Cruiser against the Chevy HHR to find out if retro was still cool.

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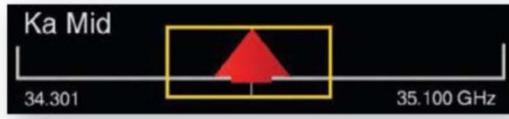
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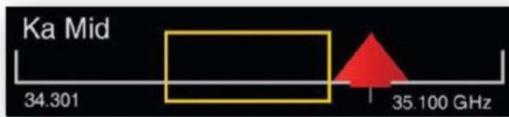
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They Say

HISTORIC Names such as Foyt, Gurney, McLaren, and Amon await their 21st century counterparts.



Bill Ford Jr., Raj Nair, Dave Pericak, Mark Fields

FORD'S TOP BRASS TALKS GT AND LE MANS



How early was this idea born for the return to Le Mans?

WILLIAM "BILL" CLAY FORD JR.,

EXECUTIVE CHAIRMAN, FORD

Well, one thing to remember is that this program was kept to a very small number of people. I was amazed it didn't leak—absolutely amazed. I'd go down to the basement of the design center, and you had to walk by the trash bins and everything just to find the room, and then you have the physical key to get in. No hard pass would get you in. But we talked about [racing] from very early days.

How competitive do you think it will be right out of the gate?

We race to win. Period. Now we're going up against tough players, and you know history would say it takes a few years. We're well aware of all that. But we're not showing up the first year as a learning experience.



What is the Ford GT like to drive?

RAJ NAIR,

GROUP VICE PRESIDENT, GLOBAL PRODUCT DEVELOPMENT

A lot of times when you're doing a car, that first out-of-the-box drive will give you an indication of how that program is going to go. And it was a very good out-of-the-box shakedown.

Historic win aside, why go to the trouble of building an all-new car? Why not come to the Le Mans GTE class with a Mustang? Some aspects of the Mustang—it's a very big vehicle. There are absolutely places where it's appropriate to race against Camaro and others in certain series. But here at Le Mans, where you have the Ferraris and Porsches of the world, you need something that's going to go head-to-head.



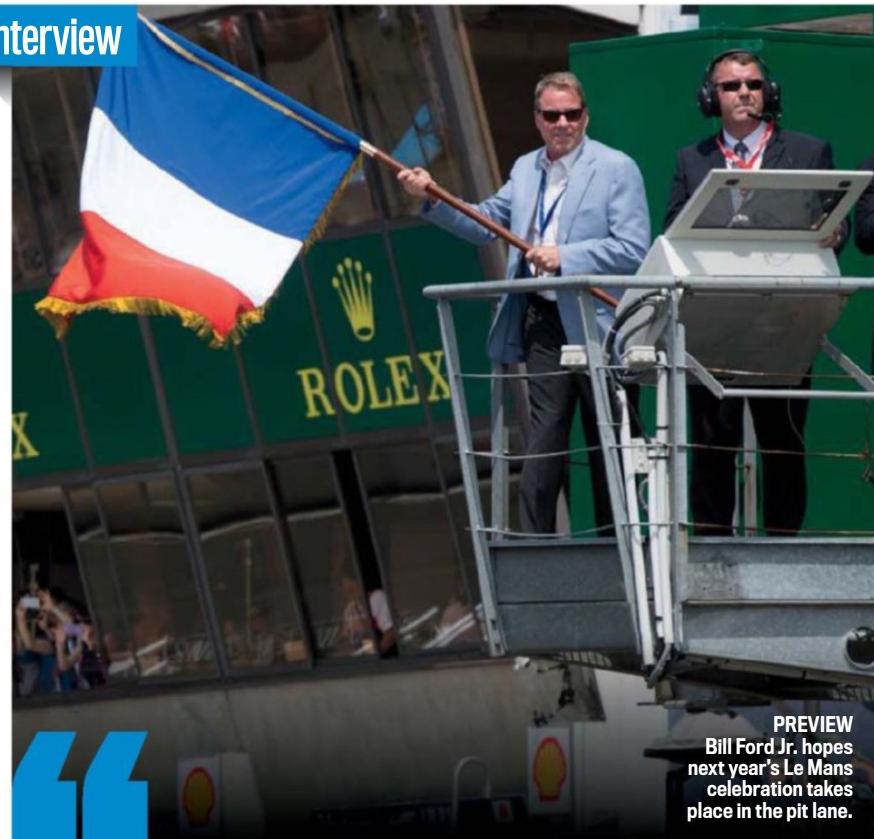
Was the GT really designed from the outset to race at Le Mans before it was designed as a street car?

DAVE PERICAK,

DIRECTOR, GLOBAL FORD PERFORMANCE

Oh yes. This thing has been

Interview



PREVIEW
Bill Ford Jr. hopes next year's Le Mans celebration takes place in the pit lane.

We race to win. Period. ... We're not showing up the first year as a learning experience."

designed since day one knowing that it was going to get on the track, this very track. And we ended up putting a license plate on it for the road car. That is the honest truth.

I asked Bill how competitive will this car be, and he said, "We race to win."

What do you say?

MARK FIELDS,

PRESIDENT AND CEO

We're not coming here just to show up, just to check a box. Just look at our experience back in '64, '65. Who knows how it will turn out, but the wins we have already with this engine, I



think, are pretty impressive. So we'll come, we'll be competitive, we'll race to win, and we'll see where we end up.

So that leads to the larger question: Why do this? What does this do for the brand?

With any company, your brand is very precious, and you always need to be true to it, nurture it. With this vehicle, it provides a halo for all of the innovation that Raj and his team have been working on for the last decade or so, that we put in a lot of our vehicles—the light-weighting, the EcoBoost, the aerodynamics—so part of the value of this vehicle is to provide that brand building. There are intangible benefits, right? These days, the most challenging thing is making sure your employees are passionate about the business and have a lot of pride in where they work. This provides that. And it provides that link to our past. We used the term "heritage" today. Heritage is just history with a future. And that means a lot to our employees, and that means a lot to Ford Racing fans around the world. So we did it for them. Plus we did it to get more street cred to a lot of the technology that we're bringing here. Ed Loh

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Your Say....

READERS' THOUGHTS ON PAST ISSUES

Confirmation of the Month

In "Corvette, the Redeemer" ("Trend," June 2015) do you mean rear camber where you wrote rear caster?

BARRY BROWN
Via the Internet

We most definitely did not mean camber. As described in the non-abridged online version: "How did this happen? Rear caster adjustability is pretty rare. Outside of a race shop, most people will tell you it's not a real thing, that caster adjustment only affects the front wheels (the steering wheels). Usually, rear caster is set at the factory and can't be changed even if you want to. It's something Chevrolet engineers added to the C7 Z06 so it could be better aligned for track duty, and when you change the rear camber and toe, you can mess up the caster if you don't check for it. This is apparently what happened at Chevy's alignment shop." —Ed.

Continental Good

The exterior design of the newest Lincoln Continental in the June issue ("Intercontinental Style") is in a word fantabulous! I can only imagine how exquisite this automobile design would be if offered from the palette of gorgeous new paint colors that seem to be missing from new cars. I imagine, for example, this fabulous design dipped in a deep metallic-green lacquer with a contrasting light caramel-beige leather interior with accents of green stitching.

After cogitating about the exterior styling points, I think the targeted demographic buyer wouldn't mind an additional charge for some tasteful chrome bumpers and, for variation, old-school flying-saucer hubcaps reminiscent of 1950s Lincolns (although I absolutely love those new wheels; truly inspired!). Oh, and lose the silly winglets that pose as door handles.

I also believe it would better serve Ford's long-term interests if this automobile were to be offered as rear-drive with various displacement V-8/V-10 engines (possibly with electric-assist motors) for smoother-running luxury. I'm so surprised the good folks at Ford-Lincoln didn't call me for advice on how to spend their money. Short-sightedness, I suppose.

TERRY SHIRES
Santa Ynez, California

LETTER OF THE MONTH

WWMotorTrend

You can put a suit on him, but you can't take the caveman out of Jonny Lieberman. So it was shocking, at first, to see him proselytizing for the Tesla Model S P85D over the Dodge Charger Hellcat ("American Badass," June 2015). Anyone who's even glimpsed the man and watched him on YouTube knows this is a steak, potatoes, and ale man. Not surprisingly, he changed his tune and voted Hellcat at the end. Loved the format of the debate. Next, let's see Frank Markus fight Kim Reynolds. I may end up understanding only a third of their technical exchange, but it'd be fun to see Kim fireman-carry Frank.

MICHAEL SIM
Elk Grove, California

Phase 1: Elaborate ringside apparel design contest. Phase 2: ? Phase 3: Profit.—Ed.

Thank you for your discussion of the new Lincoln Continental. It's just what the auto business needed! It's a standout in the market; it is a new target for the imports. However, I would like to see the chrome strip at the base eliminated. It doesn't add anything to the design. As a non-drinker, I would like to see the rear-seat bar eliminated. I suggest you install a Swiss Z-Gauge model railroad set. The result would be meetings starting late while the executives are in the parking lot running the railroad.

W. ALLEN JOHNSON
Huntsville, Alabama

P.S. Ford is doing something right. No one ever asked you for a ride in your SUV!

At last! Before Lincoln goes the way of Mercury, a model that seems worthy of the name Lincoln, though perhaps not Continental. It's high time to bring back luxury and true individualistic styling to the American showroom. It's also an encouraging sign that the auto industry can produce more than rolling electronic dashboards.

ROBERT F. SCHAMBIER
Peoria, Arizona



REMINISCENCE OF THE MONTH?

"I still remember being a young bachelor."



Continental Bad

I was embarrassed for Ford Motor Company, Lincoln Motor Company, and Kumar Galhotra when I read the featured cover article in the June issue of *Motor Trend*.

For years, I was a Lincoln Continental buyer who purchased more than 20 of these luxury automobiles that were truly works of automotive art. In the '70s and '80s, Ford Motor Company blended the Ford product line with the Lincoln product line until a Lincoln just became a Ford with a few lock washers, which in turn started the demise of the Lincoln customer base.

Because I am a luxury-performance automobile driver, I have graduated from Lincolns to BMWs and Mercedes for quality, luxury, performance, and resale value. I am still a Continental guy at heart; therefore, I read your June 2015 publication with enthusiasm until I read where the power for the new Continental is a V-6.

The issue featured the new Continental with a corn-popping V-6 just pages from an "American Badass" comparison highlighting the big V-8s with up to 700 horsepower from sedans that the Continental would compete with for sales. The new Continental is handicapped before it is ever released. Ford's SVT Group [now rolled under the Ford Performance umbrella—Ed.] or Roush Performance could surely provide a supercharged V-8 as an option to make the new Continental interesting and draw buyers into the showrooms.

All I visualize is another Lincoln Versailles in the making.

STEVE SPEER
Monroe, North Carolina

The way Lincoln keeps reviving the Continental reminds me of my wife's makeovers. Sure, she looks different, but she's still the same old broad. And the same can be said for Continental.

A.J. BUTTACAVOLI
Oakland, California

Come to think of it, this could be good and/or bad.—Ed.

I have to admit I couldn't wait to read the report on the new long-awaited Lincoln Continental. What a real disappointment. I remember all the Continentals dating back to the one introduced after World War II. That one and each one since, style-wise, would knock your socks off. The new one won't even loosen your shoelaces. In appearance, it is just as boring as all the other expensive Japanese and German cars. I doubt Lincoln has a design

READERS ON LOCATION

DREAMING OF DAYLIGHT The crew aboard the *USS City of Corpus Christi*, divided into the sunglass-wearing and non-sunglass-wearing ranks, gathered for a group photograph. They write us: "Just returned from a six-month deployment. Reading your magazine gave us something to dream about besides the rocking of the ocean." Not that we're telling you fellows what to do, but we hope your picture's inclusion in this issue doesn't mean you'll be dreaming about yourselves for another six months.

department as the new model looks half BMW and half Lexus. What a shame.

JOHN ROSS
Topeka, Kansas

Tell Us How You Really Feel

"American Badass"—that was a good read! Looking at the pictures of those two characters, though, it looks like their roles are reversed. Christian, with his pretty hair pulled back over his ears, looks way girly man, like he should be driving the Tesla (or a Porsche). Jonny, with that big, ugly beard, looks more the real man type, like he should be driving the Charger (or a Corvette).

BOB HOLLISTON
White Salmon, Washington

Is that you, Ah-nold?—Ed.



On one level I understand if you're not the guy driving the Tesla, BMW, or Audi, you can cop an attitude over the \$19,000 Honda Fit. But to make the entire report about trying to adjust the radio volume is just nuts ("Garage," June 2015).

C.P. LEMMON
Savannah, Georgia

What's that? We can't hear over the radio.—Ed.



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RIDE OF THE WALKY



Words Scott Evans
Photographs William Walker

> I'd been conflicted for two days, but when I got the call, I knew which car would be our winner. I don't often get calls from coworkers on the weekend, especially when none of us is working, but when Jonny Lieberman called me out of the blue to rave about the drive he just finished, it all fell into place. Each of us has a long list of cars we like, but actually calling someone just to babble about a car is unusual. This was one of those cars.

RISES



HAPPINESS IS A long, straight road where you can stretch a 500-plus horsepower car's legs, followed by a nice twisty one where you can whip it through the corners.

COMPARISON



“America’s Stelvio Pass” is so good we voted to keep it a secret.



ON THE INSIDE
We found the GT S' interior the most attractive and the 911's the most ergonomic. The GT-R's is showing its age.



serious sport sedans first before taking on my cars, a Mercedes-AMG GT S, a Nissan GT-R 45th Anniversary Edition, and a Porsche 911 Turbo S, and his initial reaction to lapping my 911 was to send those sport sedans packing.

"This is a track car," he told Lieberman. "I came out of it kind of high because the 911 is doing everything right. It's beautifully balanced all the way around the track, hardly ever understeering, hardly ever oversteering. Broad power curve from the engine—it's always there. The braking, oh my God, super strong with very light effort and very little pedal travel, so when I go to the pedal, the response is instant. The transmission does exactly what I want it to, too."

He wasn't as kind to the GT-R. "[It's] really a disappointment on the racetrack," he said. "The car has been altered for comfort. It feels very soft, a lot of roll, less controlled vertical motions. GT-Rs have always been pretty darn stiff, but not this one. The turn-in is reasonably good, the tail comes out a little bit, there's a bit of roll, but once the weight finishes transferring, the car goes into a big understeer. Understeer dominates the car's personality around the racetrack. With light throttle it seems to free up a little bit, but trying to accelerate off a corner, big push. Even at high speed, in Turn 8 over here, the car understeered so badly I thought I might drive it off the road. The car stopped OK, but the pedal travel was long. The stopping was adequate but nowhere near the ballpark of the Porsche. This car just does not have the track-ready personality of the older GT-Rs."

The AMG GT S, though, was another story. "I want to make love to that car," he said. "I want to pull down its back bumper and—" Well, you get the idea. "It's one of the best-handling cars I've ever driven. Certainly the best in the big, powerful bruiser category. Completely hooked up, without understeer. The car comes right into a corner, but the tail doesn't come around. It's just beautifully balanced all the time. Gearbox was good. A couple of times it didn't have as low a gear as I wanted, and it didn't decide to downshift



DOWN IN BACK See that shiny silver bit way back by the windshield? That's the GT S' engine. All the plastic in front is covering overflow tanks, electronic components, and intake piping. The entire V-8 sits well behind the front axle.

until after I went to the throttle. Braking was tremendous, reminded me of the Porsche. I can't get over how well it handles. That's one of my favorite cars ever."

His lap times mostly mirrored his subjective impressions. The GT-R, resplendent in 1990s Toyota/Lexus "Boring Gold" paint, turned a disappointing 1:30.48, 5 seconds off a GT-R NISMO's pace. Why didn't we bring the NISMO? It's too track-focused and wouldn't have stood a chance against the Grand Touring Germans out on the road, where most of our comparison took place. Although Pobst believed the GT S to be quicker, it came in less than half a second behind the 911, at 1:28.12 to 1:27.81.

Heavy lifting done, we headed north. Out through the Mojave Desert, east around the back side of Owens Lake, and on to the small town of Lone Pine for lunch. It took 10 minutes to get any service, as the entire staff, along with half the town, was looking at the cars in the back parking lot.

From there, we continued north to the next town before turning west on a road so good we voted to keep it a secret. "America's Stelvio Pass," as we called it, dead-ends at a campground and is thus lightly traveled as it twists and climbs 9,000 feet up the backside of the Sierra Nevada. With these clues and a map,

Five Days Earlier

Coming off several intense weeks of endless planning meetings and two back-to-back comparisons, all of us were ready for the road trip, a chance to just drive. Great roads, beautiful scenery, spotty cellphone coverage—it had everything.

Our myriad meetings hadn't been for naught. All the planning ensured testing at Willow Springs International Raceway's Big Track the previous Thursday had gone off without a hitch despite the high workload. Randy Pobst, our driver, had tested a trio of



HAMS This photo is totally staged. Our route was planned well ahead of time, and all the vehicles had navigation. We picked up the map at a gas station just to get this shot, and Lieberman forgot to expense it.

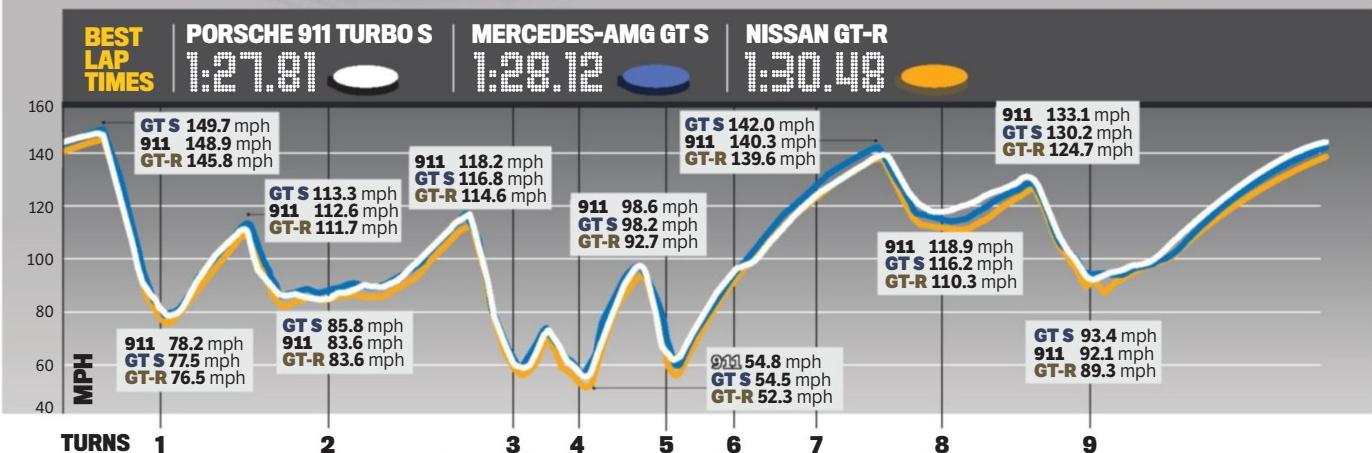
HOT LAP | GT S VS. GT-R 45th Anniversary VS. 911 Turbo S

Big Willow
Willow Springs, California
Track Length: 2.42 miles

Cornering Braking



Vehicle positions at 8.78-second intervals



LAST CORNER BLUES

Three configurations, two right answers.

By the time the leading Porsche 911 Turbo S reaches the finish line, the Mercedes-AMG GT S is hot on its heels, a scant 76 feet and 0.31 second arrears. Close—but it had been even closer. Indeed, the GT S had actually led throughout and was hanging on to a tiny lead up until the final turn.

From passing the green flag through Turn 4, the performances of the 911 and GT S can be nearly overlaid. The Nissan GT-R, however, is a noticeable step behind in cornering pace through the long Turn 2, as well as through Turns 3 and 4. (A throttle lift by Randy while exiting Turn 4 is the nail in its coffin.) Unexpectedly, the GT-R is also substantially slower through Turn 8, a confidence corner it normally excels at.

The GT S gets a big break when Randy lifts in the Porsche at the rise and drop through Turn 6. But the 911 eats the AMG alive through Turn 8 and puts the power down sooner exiting the tricky (and scary) Turn 9, putting it ahead at the checkered flag. It's curious how two cars so architecturally dissimilar as the 911 and GT S can perform so identically in the early, slower section while in the faster, latter half, the rear-heavy, all-wheel-drive Porsche shines.



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TLX IT'S THAT KIND OF THRILL

COMPARISON

you can find it easily enough, and it's so far out of the way I'm confident it won't become inundated with sports cars.

Out here, we began to understand Pobst's input. The GT-R's long brake pedal, although manageable at low and moderate speeds, became a liability at high speed. Coming down a long straight, you'd go to the brakes and get a long pedal that firmed up well and feel a pull against your seatbelt as g force increased. A split-second later, though, you realized you weren't stopping nearly as quickly as you should be. After a brief panic, standing on the pedal would do the trick.

"The brakes, oh boy," Nate Martinez said. "It had to be this particular car because in no other GT-R have the Brembos been so mushy, so lackluster in bite and feel. You're stomping hard on the pedal to annihilate speed, and at many times this was extremely disconcerting. It had me not pushing as hard as I wanted."

I wouldn't discover this myself until the following day, as I had pulled rank with the always convenient "I'm writing the story" excuse and hogged the GT S all day. I've driven 911s and GT-Rs; I wanted to play with



DETAIL DUTY Road trips make for dirty cars, and dirty cars make for bad pictures.

the new toy, and once I had a taste, I didn't want to let it go.

The next day in Bishop, California, my fellow editors voted me out of the GT S and into the GT-R. Between the brakes and the bumpiest, loudest ride in the trio, "Goldzilla," as we came to call it, was the least road trip-friendly car, and the hundreds of miles were wearing on the other drivers.

Leaving Bishop, we rocketed north again up U.S. Highway 6 toward the Nevada border with almost no traffic and zero police presence. Stretching the cars' legs on 6 was fun, but the highlight of the trip came when we turned west on State Highway 120. Immediately following our climb out of Benton Hot Springs, we instructed the photographer to park on the other side of the hill while we ran

back down and up that wonderful stretch of road. Tight hairpins, fast sweepers, blind crests, camber changes, elevation—this bit of road has everything. Here, driving all three back-to-back, their distinct personalities became inescapably clear.

"The 911 may lack the flashiness and wicked character of the badass Benz, but this 'sleeper' of a Porsche got my attention," Martinez said. "Why? Because it does everything beyond well. Ask it to demolish a twisty back road, and it will, no problem. The flat set it carries from corner start to finish, the steering's nuances felt by its driver's fingertips, the never-ending stick from the Dunlop/all-wheel-drive combo, the active aero's perceptible effect on the Turbo's demeanor—it's all brilliant."

Indeed, the 911 was unflappable. It did everything right, braking strongly and confidently, turning in with razor sharpness, sticking with more grip than seemed possible, and firing out of the corners as if the tires had spikes and the engine unlimited power. What's more, it was easy. It never demanded our absolute attention, and it let our minor errors slide without so much as a hand slap.

Driving them back-to-back, their distinct personalities became clear.



FIRST DRIVE 2016 Porsche 911 GT3 RS

AT PORSCHE, RS stands for Racing Sport. The mission for these models is to put trailer companies out of business. Yes, these Porsches are built to be capable of street-driving to the track, winning the race, and driving comfortably home. But to the seat of my driving suit, the GT3 is nearly perfect already. Can this RS special improve on that?

Two hours north of Frankfurt, Germany, I had the fabulous opportunity to take an hour of wonderful back roads to Bilster Berg, a private circuit filled with ground-bound aerobatics. These drives highlighted my favorite characteristic, the near-miraculous combination of extreme track control and reasonable street comfort delivered

by PASM, the Porsche Active Suspension Management system.

I was struck by the statement that the GT3 RS is built by enthusiasts for enthusiasts, and I see it in the specs and feel it on the winding whoops of Bilster Berg. Darned near every single part of the GT3 has been further hard-coded for faster lap times. A few of my favorite things:

Width = Lateral g's. The RS has the wider Turbo body and the broadest 911 standard tires.

Less weight = More speed. The magnesium roof saves a whole kilogram at the highest point of the car. Carbon-polymer fenders, hood, decklid, and rear apron. Lithium-ion battery. Compact steering wheel from the 918. And much more. Or should I say less.

Aero = Grip, slipperiness, and horsepower. Hard-core vents in the front fenders relieve wheelwell pressure, aiding a 30 percent increase in front downforce. The most

aggressive wing I've ever seen on a factory Porsche is mounted high for effectiveness, carried on low drag supports, and in perfect harmony with classic 911 racing design. Ram air openings on the leading edges of the rear fenders add 10 horses at speed.

There are so many additional exhilarating details that I felt my pulse rise just listening to the interpreter. An extraordinary 500-hp, 4.0-liter six shared with the current GT3R race car. First-for-RS PDK auto-gearbox, justified in one word: faster. Rear-wheel steering for low-speed rotation and high-speed stability. Adjustments for tuning the handling to taste.

On the track, the RS is actually more Cup Car than GT3. Its reflexes are sharper; its responses angrier. More like a weapon. And so exclusive. To a racer like me, it does the GT3 one better, and I'll drive it home, too. **Randy Pobst**



2016 PORSCHE 911 GT3 RS: Base price \$178,195 **Vehicle layout** Rear-engine, RWD, 2-pass, 2-door coupe **Engine** 4.0L/500-hp/338-lb-ft DOHC 24-valve flat-6 **Transmission** 7-speed twin-clutch auto **Curb weight** 3,250 lb (mfr) **Wheelbase** 96.7 in **Length x Width x Height** 178.9 x 74.0 x 50.8 in **0-60 MPH** 3.1 sec (mfr est) **EPA City/Hwy/Comb fuel econ** 14/20/16 mpg **Energy Cons., City/Hwy** 241/169 kW-hrs/100 mi **CO2 Emissions, Comb** 1.20 lb/mi **On sale in U.S.** Currently



HEAVY BREATHING Tioga Lake sits at 9,600 feet above sea level. Here, the turbos kept each car running hard, with only the GT-R showing any signs of labor.



The 911 was the perfect sidekick, always making you look good.

Then there was the GT S. "This thing is basically just the greatest car there is," Lieberman said. "Too hyperbolic? Well, it's certainly not as well-mannered as the Turbo S. And that's a good thing. Philosophically speaking, a little bit of attitude, a bit of misbehaving, that's kind of what we all prefer, right? Antiheroes are more fun than straight up heroes. Han Solo is cooler than Luke Skywalker. Batman is cooler than Superman. The AMG's not as ergonomically sorted as the Porsche? Good!"

Where the 911 was flat through curves and clawed its way out with all-wheel drive, the GT S delivered beautifully direct and communicative steering and just a few degrees of body roll, pitch, and dive that made it feel like you were really working the car even though it had plenty more to give. Race mode delivered shifts nearly as telepathically as the 911's and allowed several degrees of slip angle so you could power oversteer off corners just for fun.

The throttle response from the alternatively roaring, bellowing, and thundering twin-turbo V-8 made the other two feel like they were using '80s turbocharging technology.

And the GT-R? "I'm a Godzilla-phile—always have been—but the GT-R simply felt old," Martinez said. "Its heft and slowish reactions were even more evident given the smaller, lighter company. Mid-corner, the car plows as non-NISMO GT-Rs do, but it still pulls out of the bends with a ridiculous ferocity. Against the Germans, its twin-clutch sounded and felt the most antiquated and was the least refined and most finicky away from the good roads and racetrack. Don't get me wrong; the car is still phenomenal in ways that other sports cars could only hope to emulate. But against the other two, it stands little chance."



Yes, for 2015, the standard GT-R was softened and quieted to make it more palatable to the masses, and in doing so its edge has been dulled. At high speed, and especially over Highway 120's big whoops as we headed farther west, it wasn't as stable or confident as the Germans. Where it used to thrill, it relies on its big party trick, blasting out of a corner full throttle. Sure, it's a better GT car than it's ever been but at the expense of what made it special: a jack-of-all-trades and master of none.

On the other side of the spectrum is the 911. "Remember that dude in school?" Lieberman asked. "Perfect hair, perfect teeth, natural athlete, 4.5 grade point average, looking at medical schools in eighth grade, teacher's pet, constantly reminded you not to swear, and the girls all thought he was cute? That's the Turbo S. There aren't really any flaws with this thing. Quicker than 99.9 percent of all cars ever built? Yup. Faster on track than



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SECOND Porsche 911 Turbo S

The consummate Yes Man, the 911 is everything you want and everything you need, so long as you keep things strictly business.

THIRD Nissan GT-R 45th Anniversary Edition

The once almighty GT-R is hit with a one-two punch of age and an audience-chasing softening, the sum of which is a disappointing showing.

The GT S does everything the 911 does but with just enough hint of danger.

whatever you're driving? Yup. Catlike reflexes, Herculean power, OCD-level build quality, aircraft carrier arresting-gear-imitating brakes, and cooled, comfortable seats? But of course. Is the lack of flaws a flaw? I'm thinking, weirdly: kind of."

The 911 was the perfect sidekick, always in lockstep and making you look good but with all the personality of a butler. It made your life easier but not always more exciting. There

was no pushback, no challenge to better yourself. If you want clean, quiet, unobtrusive perfection, here's your car.

If you want thrills and excitement and entertainment, the GT S is your car. It does everything the 911 does but with just enough hint of danger to get your blood pumping. "It'll kill momentum, jink, stick, and rocket away from bends like a Le Mans racer," Martinez said.

Explained Lieberman: "The GT S is a big

Miata, whereas the 911 is a big WRX. The Subaru will have more power and all-wheel-drive traction and will be quicker when measured, but wouldn't you rather be driving the eminently fun Miata? I'd much rather be behind the wheel of the howling-mad GT S."

I was wavering. I love the 911's any time, any place, any condition capability, but its all-business attitude left me a little cold. The stunningly beautiful GT S with its in-your-face attitude had my heart, but it was objectively slower (as if that word is really appropriate here). I drove the GT-R home from Yosemite National Park while Martinez and Lieberman each took a car onward to other events in Northern California, and I found nothing more to love about it. Only one of them called me the following Saturday afternoon rambling about the once-in-a-lifetime drive he'd just had out on Highway 198 (our Best Driver's Car road). When a car leaves that kind of impression on guys who drive new cars for a living, it's something special. The Mercedes-Benz AMG GT S is that car. ■



			
POWERTRAIN/CHASSIS	2016 Mercedes-AMG GT S	2016 Nissan GT-R 45th Anniversary	2015 Porsche 911 Turbo S
DRIVETRAIN LAYOUT	Front-engine, RWD	Front-engine, AWD	Rear-engine, AWD
ENGINE TYPE	Twin-turbo 90-deg V-8, alum block/heads	Twin-turbo 60-deg V-6, alum block/heads	Twin-turbo flat-6, alum block/heads
VALVETRAIN	DOHC, 4 valves/cyl	DOHC, 4 valves/cyl	DOHC, 4 valves/cyl
DISPLACEMENT	243.0 cu in/3,982cc	231.8 cu in/3,799cc	231.9 cu in/3,800cc
COMPRESSION RATIO	10.5:1	9.0:1	9.8:1
POWER (SAE NET)	503 hp @ 6,250 rpm	545 hp @ 6,400 rpm	560 hp @ 6,500 rpm
TORQUE (SAE NET)	479 lb-ft @ 1,750 rpm	463 lb-ft @ 3,200 rpm	516 lb-ft @ 2,100 rpm
REDLINE	7,000 rpm	7,000 rpm	7,200 rpm
WEIGHT TO POWER	7.3 lb/hp	7.2 lb/hp	6.4 lb/hp
TRANSMISSION	7-speed twin-clutch auto	6-speed twin-clutch auto	7-speed twin-clutch auto
AXLE/FINAL-DRIVE RATIO	3.67:1/2.31:1	3.70:1/2.95:1	3.44:1/2.14:1
SUSPENSION, FRONT; REAR	Control arms, coil springs, adj shocks, anti-roll bar; control arms, coil springs, adj shocks, anti-roll bar	Control arms, coil springs, adj shocks, anti-roll bar; multilink, coil springs, adj shocks, anti-roll bar	Struts, coil springs, adj shocks, adj anti-roll bar; multilink, coil springs, adj shocks, adj anti-roll bar
STEERING RATIO	14.3:1	15.0:1	15.0:1
URNS LOCK-TO-LOCK	2.3	2.5	2.6
BRAKES, F;R	15.8-in vented, drilled carbon-ceramic disc; 14.2-in vented, drilled carbon-ceramic disc, ABS	15.4-in vented, drilled disc; 15.0-in vented, drilled disc, ABS	16.1-in vented, drilled carbon-ceramic disc; 15.4-in vented, drilled carbon-ceramic disc, ABS
WHEELS, F;R	9.0 x 19-in; 11.0 x 20-in, forged aluminum	9.5 x 20-in; 10.5 x 20-in, forged aluminum	9.0 x 20-in, 11.5 x 20-in forged aluminum
TIRES, F;R	265/35ZR19 98Y; 295/30ZR20 101Y Michelin Pilot Sport Cup 2	255/40ZRF20 97Y; 285/35ZRF20 100Y Dunlop SP Sport Maxx GT 600	245/35ZR20 91Y; 305/30ZR20 103Y Dunlop Sport Maxx Race
DIMENSIONS			
WHEELBASE	103.5 in	109.4 in	96.5 in
TRACK, F/R	66.1/65.0 in	62.6/63.0 in	60.6/62.6 in
LENGTH X WIDTH X HEIGHT	179.0 x 76.3 x 50.7 in	183.8 x 74.6 x 53.9 in	177.4 x 74.0 x 51.0 in
TURNING CIRCLE	37.7 ft	36.6 ft	34.8 ft
CURB WEIGHT	3,691 lb	3,911 lb	3,563 lb
WEIGHT DIST., F/R	47/53%	55/45%	39/61%
SEATING CAPACITY	2	4	4
HEADROOM, F/R	39.5/- in (est)	38.1/33.5 in	37.8/26.0 in
LEGROOM, F/R	43.5/- in (est)	44.6/26.4 in	66.7/26.0 in (est)
SHOULDER ROOM, F/R	58.3/- in (est)	54.3/50.0 in	53.4/47.3 in
CARGO VOLUME	12.4 cu ft	8.8 cu ft	4.1 cu ft
TEST DATA			
ACCELERATION TO MPH			
0-30	1.6 sec	1.1 sec	1.0 sec
0-40	2.2	1.6	1.5
0-50	2.8	2.1	2.0
0-60	3.5	2.9	2.7
0-70	4.3	3.7	3.4
0-80	5.3	4.8	4.5
0-90	6.3	6.0	5.6
0-100	7.6	7.3	6.9
PASSING, 45-65 MPH	1.4	1.5	1.3
QUARTER MILE	11.6 sec @ 124.2 mph	11.2 sec @ 122.0 mph	11.0 sec @ 124.6 mph
BRAKING, 60-0 MPH	100 ft	103 ft	98 ft
LATERAL ACCELERATION	1.09 g (avg)	1.00 g (avg)	1.07 g (avg)
MT FIGURE EIGHT	23.2 sec @ 0.95 g (avg)	23.5 sec @ 0.90 g (avg)	22.9 sec @ 0.95 g (avg)
2.42-MI ROAD COURSE LAP	88.12 sec	90.48 sec	87.81 sec
TOP-GEAR REV @ 60 MPH	1,700 rpm	2,200 rpm	1,650 rpm
CONSUMER INFO			
BASE PRICE	\$130,825	\$103,365	\$183,695
PRICE AS TESTED	\$154,420	\$104,660	\$187,430
STABILITY/TRACTION CONTROL	Yes/yes	Yes/yes	Yes/yes
AIRBAGS	Dual front, side, head, knee	Dual front, front side, front curtain	Dual front, front side, front curtain, front knee
BASIC WARRANTY	4 yrs/50,000 miles	3 yrs/36,000 mi	4 yrs/50,000 miles
POWERTRAIN WARRANTY	4 yrs/50,000 miles	5 yrs/60,000 mi	4 yrs/50,000 miles
ROADSIDE ASSISTANCE	Unlimited	5 yrs/60,000 mi	4 yrs/50,000 miles
FUEL CAPACITY	19.8 gal	19.5 gal	18.0 gal
EPA CITY/HWY/COMB ECON	16/22/18 mpg	16/22/19 mpg	17/24/20 mpg
ENERGY CONS, CITY/HWY	211/153 kW-hrs/100 miles	211/153 kW-hrs/100 miles	198/140 kW-hrs/100 miles
CO2 EMISSIONS, COMB	1.06 lb/mile	1.06 lb/mile	0.99 lb/mile
REAL MPG, CITY/HWY/COMB	18.8/23.2/20.5 mpg	19.4/22.0/20.5 mpg	19.6/21.7/20.5 mpg
RECOMMENDED FUEL	Unleaded premium	Unleaded premium	Unleaded premium



Words Angus MacKenzie

 The door handle of the Ferrari 488 GTB is probably as good as any place to start. It's a curiously shaped piece, a vaguely finlike structure that requires your fingertips to be inserted from the top to open the door. A bijou stylish flourish from Ferrari design chief Flavio Manzoni and his team? Nope. The door handle is shaped like that, says Ferrari aerodynamics specialist Enrico Cardile, to help direct air into the massive inlets on the 488's broad haunches.

God is in the details, Ludwig Mies van der





GOD IS IN THE DETAILS

FORM FOLLOWS FUNCTION IN THIS MESMERIZING SUPERCAR

488 GTB

TURBO



REMINDER

Life is best enjoyed at or around an 8,000 rpm power peak. The 488's 3.9-liter V-8 boasts the highest specific output of any road-legal Ferrari.

FIRST DRIVE | 2016 Ferrari 488 GTB

Rohe once said. He was talking about architecture, but his famous maxim neatly sums up the stunning Ferrari 488 GTB. It looks like just another poutingly seductive Italian supercar. But drive it, as hard and fast as you dare, and you'll quickly realize its talents are more than skin deep. There's a thoughtfulness, an intelligence, a cleverness about this Ferrari that is mesmerizing. And it's all down to the details.

The 488's new 3.9-liter, twin-turbo V-8 is the headline news, of course. It's turbocharged to help it meet strict new emissions standards. "What started out as a constraint became an opportunity," says engine development chief Corrado Iotti. Courtesy of two low-inertia, low-friction turbochargers, the 488 powerplant delivers 660 hp at 8,000 rpm, and up to 561 lb-ft of torque from just 3,000 rpm. The engine shares its block with the California T's powerplant, but little else, and the 86.5mm bore and 83mm stroke combine to give the car its name, reviving an old Ferrari tradition: The cubic capacity of each cylinder is 488cc.

The new engine defines the 488, which is essentially a major rework of the 458. Ferrari says 85 percent of the car is new: The roof and greenhouse are carried over, as is much of the front subframe and suspension. The seven-speed dual-clutch transmission is also from the 458, though with different ratios, and marginally faster upshifts. The rear



subframe is new, to carry the wider engine lower in the car, and the heavily sculpted rear fenders bulge out over a wider rear track as well as the pair of intercoolers. "We decided the form should follow function," says design boss Manzoni.

The design combines some familiar 458 visual cues (the headlights) with an obsessive attention to aerodynamic details (those door handles). Clever aero features include the dual splitters at the front of the car, and what Ferrari calls a blown rear spoiler, where air is channeled through a slot at the base of the rear window and exits just above the rear license plate. Ferrari claims the 488 develops 452 pounds of downforce at 124 mph, 150 pounds more than the 458 at the same speed, and it has its own F1-style drag-reduction

system, courtesy of a movable flap that can stall the rear diffuser's performance.

So let's bury the right foot, and cut to the chase: Does the turbo engine mean the 488 is less intoxicating to drive than the 458? Emphatically not. The 488 sounds different, emitting an elemental basso snarl rather than a metallic howl as you bang-bang-bang through the gears. But after one flat-out blast along your favorite canyon road, you'd forgive it if it sounded like a combine harvester chewing a bucket of bolts: This is a staggeringly good engine.

Forget any notions of turbo lag. The power arrives virtually the moment you move the throttle pedal—Ferrari claims an engine response time of 0.8 second at 2,000 rpm in third gear compared with 0.7 second for the 458's engine—and continues in one epic, absolutely linear surge until it head butts the 8,000-rpm redline. In the first three gears that happens almost as fast as you can fan the right paddle, as the 488's turbocharged 3.9-liter gets to 8,000 rpm way quicker than 458's naturally aspirated 4.5-liter.

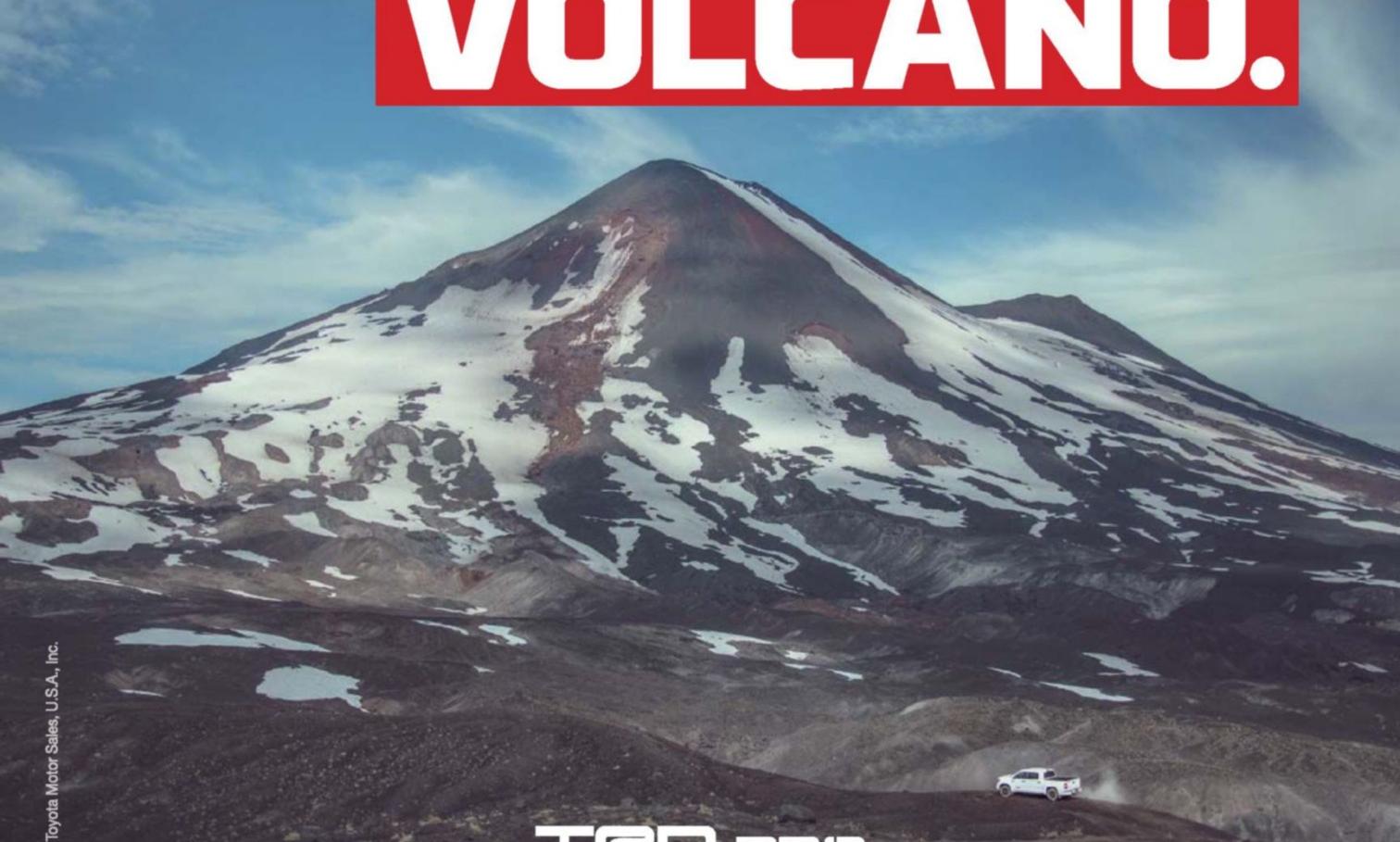
The 458 Italia set a benchmark for chassis dynamics. The 488 GTB sets the bar even higher. The latest generation of Ferrari's E-Diff and F1-Trac systems are seamlessly integrated



There's a thoughtfulness, an intelligence, a cleverness about this Ferrari that is mesmerizing.



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FIRST DRIVE

FIVE TECHNOLOGIES THAT DEFINE THE NEW FERRARI 488 GTB

TURBOCHARGERS

The Ferrari 488 GTB's F154 engine shares its block with the California T, but little else. The turbochargers, made by IHI, are bigger than those in the Cali T, and feature 8mm larger twin-scroll turbines made from a lightweight titanium-aluminum alloy instead of the usual Inconel. The TiAl turbines are lighter, reducing inertia 50 percent, though Ferrari has to carefully monitor exhaust gas temperature, as they need to be kept at about 1,720-1,740 degrees, while Inconel turbines can happily live at 1,800-plus degrees. The turbines also spin on ball bearings, reducing power lost to friction by 30 percent. The turbocharger housings are built with a microscopically thin abradable seal that wears and seats perfectly within moments of initial start, improving efficiency by 2 percent. Packaging is very compact: Turbos and all, the 488 engine is just 0.23 inch wider than the 458's naturally aspirated powerplant, and rides 0.19 inch lower in the chassis.

SOUND TUNING

A hefty segment of the 488 GTB product briefing was given over to detailed explanations of exhaust and inlet sound tuning, and diagrams showing the strength of sixth and eighth order harmonics, and everyone from Ferrari chief Amedeo Felisa on down asked those who'd driven the car what they thought of the engine sound. In truth, engine sound is largely window dressing—important window dressing, insists Felisa, as it directly influences a driver's perception of a car's performance.

TORQUE MANAGEMENT

Ferrari carefully manages the torque output of the 488 engine, not to preserve the seven-speed dual-clutch transmission carried over—apart from some ratio changes—from the 458, but to improve the car's drivability. The engine management system produces a slightly different torque curve for each gear, with a baseline output increased by 25 percent in fourth gear, and a further 30 percent in fifth gear. The maximum 561 lb-ft is available from 3,000 rpm



in seventh gear. Ferrari says the abundance of torque allows drivers to more easily access the engine's 660 hp. Data tracking of testing at Fiorano shows drivers typically use less than 520 hp of the 458's 557 hp because of the peakier power and torque curves, but all 660 hp in the 488, and that helps deliver a 2-second improvement in lap times.

AERODYNAMICS

Here's where it's evident that the 488 GTB is built by an automaker that also builds Formula 1 cars. The 488 features an aerodynamic underbody designed to induce low pressure at the front and rear of the car, and a dual splitter at the front to increase downforce. Ferrari's patented blown rear spoiler, which channels air from the base of the rear window through a slot that exits just above the license plate, delivers downforce without a massive, drag-adding wing tacked on to the rear of the car. The rear diffuser features a moveable flap that stalls airflow over it under certain conditions—it's basically an F1-style drag-reduction system,

and when it's activated, a little DRS logo appears on the dash. It all adds up to a 50 percent increase in vertical load over the 458, with maximum downforce of 716 pounds generated at 155 mph.

SIDE SLIP CONTROL

The second-generation side slip control system, SSC2, now integrates control of the 488's magnetorheological shocks. The shocks have redesigned rods to reduce friction, and are controlled by a faster ECU that interprets yaw, roll, and pitch data from three sensors located on the car. If the SSC2 system senses oversteer, it automatically increases the front shock rate to induce some understeer and balance the car. Conversely, if understeer is detected, the front shocks are softened and the rear stiffened to get the car to rotate. Ferrari claims the SSC2 system, working with the latest-generation E-Diff and F1-Trac systems, improves longitudinal acceleration out of corners by 12 percent with the manettino set in either Race or CT Off positions.



GREG PAJO

2016 Ferrari 488 GTB

BASE PRICE	\$242,737
VEHICLE LAYOUT	Mid-engine, RWD, 2-pass, 2-door coupe
ENGINE	3.9L/660-hp/561-lb-ft twin-turbo DOHC 32-valve V-8
TRANSMISSION	7-speed twin-clutch auto
CURB WEIGHT	3,250 lb (mfr)
WHEELBASE	104.3 in
L X W X H	179.8 x 76.9 x 47.8 in
0-60 MPH	3.0 sec (mfr est)
EPA CITY/HWY/COMB FUEL ECON	Not yet rated
ON SALE IN U.S.	September 15, 2015

with its second-gen side slip control system, SSC2. But here's the really clever bit: SSC2 now controls the damping rates for the MagneRide shocks, stiffening or softening their damping in response to the car's slip angle. It's like having a Ferrari engineer riding along with you, tuning the suspension to dial out excessive understeer or oversteer, corner by corner.

The 488 has much sharper turn-in than the 458, with meatier steering feel and much more front end grip. There's a ton more traction at the rear, too, and with all that torque

the 488 punches harder out of corners than the 458. But what's most impressive is the utter composure of the chassis—on twisting, turning, bumpy back roads the 488 rides beautifully and tracks true; on the track it's the most confidence-inspiring mid-engine supercar you'll ever drive.

The genius of the Ferrari 488 GTB is that regardless of your talent behind the wheel, it makes you feel like a driving god. All the thoughtful, intelligent, clever engineering works just for you. Yep, it's in the details. ■

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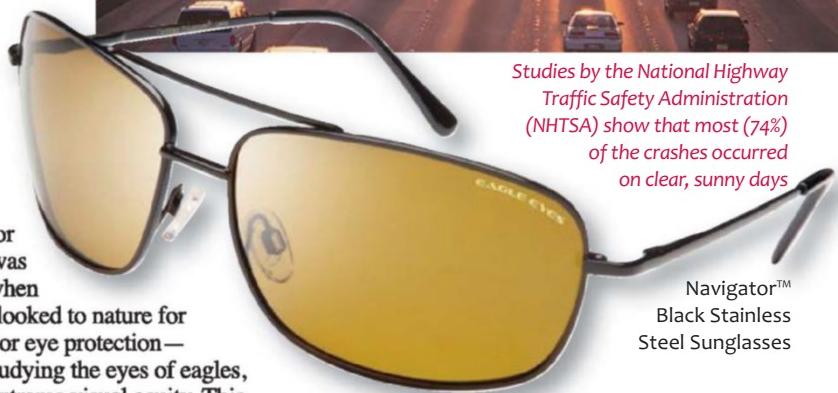
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LAMBORGHINI SHARPENS ITS BLOODIEST AXE



Lamborghini didn't just add power. It dropped weight.



"We learned a lot from launching the Huracán," Maurizio Reggiani tells me. Lamborghini's always-smiling head of research and development and I are standing on pit row at Circuit de Barcelona-Catalunya in Spain, surrounded by no fewer than a dozen Aventador LP 750-4 Superveloce.

Seeing as Lambo is only producing 600 SVs, my head should be spinning. Also, seeing as I just completed four overcaffeinated laps in a 740-hp brute on a track I'd never driven, blood should be pouring from my ears. Instead, I'm deep in discussion with Maurizio — who gets my vote for nicest man in the car industry — about the Superveloce's suspension.

The Huracán was the first Lamborghini to come with magnetorheological dampers — the same type of Delphi-developed, fluid-filled, magnetic shocks you'll find on cars ranging from the Cadillac XTS to the Ferrari 458 Italia. But they didn't work so hot early on with the Huracán.

Initial press reaction was tepid, sometimes worse. Here's us: "My excitement quickly turned to disappointment." The problem was the magnetic dampers. They just weren't ready for prime time. On the Huracán they're optional. Fixed dampers come standard, and having driven both I greatly prefer the simpler, less pricey non-magnetic version. The all-new, range-topping Superveloce only

comes with magnetorheological shocks, so Maurizio and his team had to get them totally, completely right.

Before I tell you if they did, and if the LP 750-4's \$493,095 base price is (on some scale) justifiable, allow me to tell you more about the car itself. Power from the naturally aspirated, 6.5-liter V-12 is up 49 ponies from the regular-flavor Aventador with 691 hp, as well as an additional 30 compared with the super-limited-edition 50th Anniversary Roadster. More power is a given now that the property-devaluating Dodge Hellcat makes 707 hp, and your closest rival — the Ferrari F12 Berlinetta — kicks out 731 screaming horses. While the Superveloce's redline is raised slightly from 8,350 to 8,500 rpm, torque remains the same: 509 lb-ft at 5,500 rpm.

Lamborghini didn't just add power. It dropped weight — 110 pounds is what the boys are claiming. Seeing as how the name Superveloce translates to "super fast," that makes sense. Good thing, too, because the funky door, sexy supercar looks aside, the Aventador is a big girl. The last one we weighed came in at 4,109 pounds, meaning this Superveloce should be just about two



Words Jonny Lieberman
Photographs William Walker



SUPER FAST

Lamborghini lists the Aventador Superveloce's top speed as 217+ miles per hour. We saw nothing in our time with the Aventador that would indicate they're fibbing.

FIRST DRIVE

tons even. We'll see. But before they dropped weight, Maurizio's team added some kilos in the form of adaptive steering and the magnetorheological stuff.

The first thing they did was remove all the moving body parts. Gone are the Murciélagos-style flaps, as well as the active wing. In their place sit fixed carbon-fiber pieces, though the wing can be manually set to one of three positions. The interior has been thoughtfully stripped out, leaving plenty of exposed carbon-fiber tub. My favorite inside piece has to be the floormats—aluminum plates covered with grip tape. Brilliant! The busy, squid-ink-pasta-looking "dianthus" center lock wheels also help reduce heft. I should mention that the front two wheels are skinned in 255/30R20 Pirelli P Zero Corsas. The rears? 355/25R21. Lambo might as well have called this thing the Tumbler.

How is the Aventador Superveloce to drive? Put shortly, it's extremely great. Whatever flaws were present back in 2012 when we first laid our greedy but disappointed mitts on the Aventador are a memory, and a fading one at that. I tell Maurizio that taking velocity and volume out of the equation, the LP 750-4 reminds me of a big Alfa Romeo 4C. Only unlike the little, go-karty Alfa, there's no lag, the redline is gloriously high, and the engine sounds abso-fantastic. But, big



STRIPPER Forget about cupholders. The stripped-down Lamborghini Aventador Superveloce doesn't even have door handles.

go-kart. That's my big takeaway. Remember, physics doesn't only care about weight. Give a car enough power and grip and you can accomplish anything. Look at the Chevy Z/28. Or, more appropriately, what the Aventador Superveloce just did around the famously infamous Nürburgring Nordschleife: 6:59.73.

Cracking the 7-minute barrier on the 'Ring is a huge accomplishment. Porsche's more powerful 918 Spyder did the deed about 3 seconds quicker, in 6:57.00. Every other production car in the world requires more

than 7 minutes. I ask Maurizio what was the biggest factor for nailing such a great time. The extra power? The weight reduction? The improved aerodynamic profile? The extra downforce from the outsized wing (up 170 percent)? Nope, he tells me. It's mostly the magnetic dampers. How much compared with an Aventador with fixed dampers? Twenty seconds. Why so? The vastly improved ride control allowed Lamborghini's driver to go quicker and harder over bad surfaces. Sometimes it's as simple as that.



Whatever flaws were present back in 2012 when we first laid our greedy but disappointed mitts on the Aventador are a memory, and a fading one at that.



A lesser but still key piece of the Superveloce puzzle is LDS, also known as Lamborghini Dynamic Steering. First name notwithstanding, I'd be willing to bet that this bit of technology is actually Audi's dynamic steering. I'm sorry; I meant to say Audi's dreaded dynamic steering. But Lamborghini did a really fine job tuning the LDS. The steering ratio is continuously variable and is calculated from a mix of the SV's current speed, wheel angle, and drive mode. I spent my time on the track in Corsa mode

MOAR WING Maurizio Reggiani, research and development director at Lamborghini, shows Jonny Lieberman the fixed carbon-fiber wing that replaces the active one. The new wing has three manually adjustable positions. In the middle position, the wing would also make a good spot from which to enjoy some espressos.



(Italian for Track, mate), and the well-behaved, tidy steering behavior was a big part of what made the LP 750-4 so enjoyable to drive. And by drive I mean trying to keep up with the utter maniac Lambo driver in the Aventador in front of me. Seeing 144 mph your first time out on a circuit is ... absolutely electrifying!

Even with my hands sawing and feet kicking, I didn't detect any bad behavior from the Superveloce. Understeer has been dialed way back from the "normal" Aventador, and not that I was popping the rear end out (especially on those tires), but I could sense the car wants to wiggle its hips. The massive carbon-ceramic brakes are strong. The engine should be reclassified as a Schedule I narcotic. Even the recalibrated Independent Shifting Rod transmission—a device we sure did not love on the "regular" car—left me smiling when going for broke in Spain.

If there is a bad part to the newest Lamborghini Superveloce, it's this: All 600 examples have been sold. I guess you'll have to wait for the Roadster. ■



2016 Lamborghini Aventador LP 750-4 Superveloce

BASE PRICE	\$493,095
VEHICLE LAYOUT	Mid-engine, AWD, 2-pass, 2-door coupe
ENGINE	6.5L/740-hp/509-lb-ft DOHC 48-valve V-12
TRANSMISSION	7-speed auto-clutch manual
CURB WEIGHT	4,000 lb (MT)
WHEELBASE	106.3 in
L X W X H	190.4 x 79.9 x 44.7 in
0-60 MPH	2.7 sec (MT est)
EPA CITY/HWY/ COMB FUEL ECON	11/17/13 mpg (est)
ENERGY CONSUMPTION, CITY/HWY	306/198 kW-hrs/100 miles (est)
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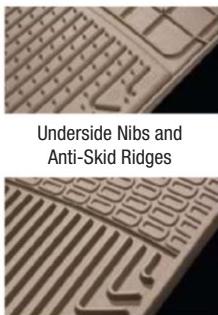
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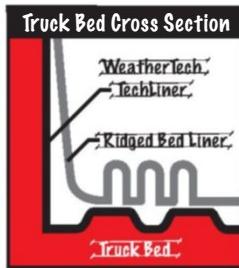
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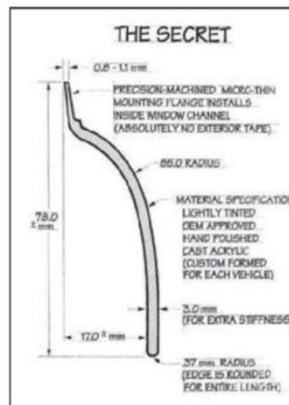
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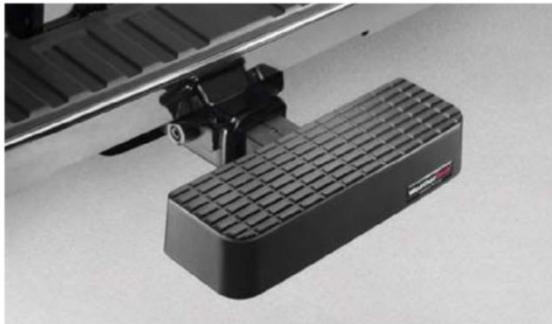
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PICTURED:
Lamborghini Aventador SV
Page 86

KEY

5M five-speed manual
6A six-speed automatic
6-sp auto-cl man
six-speed auto-clutch manual

ALL-NEW	MAJOR	MINOR	UNCHANGED
New inside and out, possible powertrain changes	Mid-cycle change updates, minor powertrain changes	Special editions, significant new features	Minor trim or package changes, new colors

7-sp twin-cl auto
seven-speed twin-clutch automatic
FWD front-wheel drive
AWD all-wheel drive / **RWD** rear-wheel drive

NHTSA and IIHS
safety data derived from
2015 or 2016 model ratings

IntelliChoice five-year retained value data may apply to common vehicle variants, not an average of all model variants.



EPA Econ City/Hwy: 25/36 mpg 0-60 mph: 6.8 sec

Acura ILX

Base Price \$28,820-\$35,810 **Body Type** Sedan

MAJOR The ILX adds a new 201-hp, 2.4-liter I-4 paired to an eight-speed twin-clutch auto, both first seen on the TLX. Newly available safety tech includes adaptive cruise control and an upgraded collision mitigation system, both part of the AcuraWatch suite of driver assistance aids. The A-Spec package adds 18-inch wheels, red interior accent lighting, a rear spoiler, and a body kit. **Cool Fact** The eight-speed twin-clutch auto has a torque converter for greater refinement at low speeds.

Base Engine 2.4L/201-hp/180-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission 8-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 49%



EPA Econ City/Hwy: Not Yet Rated 0-60 mph: 3.0 sec*

Acura NSX

Base Price \$150,000* **Body Type** Coupe

ALL-NEW Acura's iconic mid-engine supercar returns with a hybrid powertrain that combines a twin-turbo V-6 and three electric motors for an estimated output of more than 550 hp. Unlike the previous generation, the new NSX is AWD and uses a nine-speed twin-clutch automatic transmission. A four-mode integrated dynamics system allows the driver to change the car's driving dynamics from Quiet (EV) and Sport to Sport Plus and Track. **Cool Fact** Acura constructed the NSX primarily of aluminum and composite materials.

Base Engine 3.5L twin-turbo V-6 + triple elec, 550 hp*
Opt Engine None
Drivetrain Mid-engine, AWD
Transmission 9-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles



EPA Econ City/Hwy: 20-28/31-32 mpg 0-60 mph: 4.8-5.8 sec*

An American-made Japanese supercar.

Acura RLX

Base Price \$51,870-\$66,870 **Body Type** Sedan

MINOR Acura's flagship is now available with the AcuraWatch suite of safety aids, including adaptive cruise control, a collision mitigation braking system, forward collision warning, lane departure warning, blind-spot warning, road departure mitigation, and a surround view camera system. All hybrid models come standard with AcuraWatch, and the range-topping Advance package adds a Krell premium audio system and remote engine start. **Cool Fact** The RLX Sport Hybrid unifies a V-6 engine with three electric motors.

Base Engine 3.5L/310-hp/272-lb-ft V-6
Opt Engine 3.5L V-6 + triple elec, 377 hp
Drivetrain Front engine, FWD/AWD
Transmission 6A; 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 42%



EPA Econ City/Hwy: 21-24/31-35 mpg 0-60 mph: 5.9-7.2 sec

Soldiering on invisibly.

Acura TLX

Base Price \$32,500-\$46,000* **Body Type** Sedan

UNCHANGED The TLX, new for 2015, replaced the TSX and TL. Acura's eight-speed twin-clutch automatic and direct-injected, 2.4-liter I-4 made their debut in the TLX and can now be found in the entry-level ILX premium compact sedan. Super-Handling All-Wheel Drive (SH-AWD) is paired with engine stop-start tech and is available on the TLX V-6 model. **Cool Fact** Front-drive TLX models come with a rear-wheel steering system called Precision All-Wheel Steer (P-AWS) for improved handling and agility.

Base Engine 2.4L/206-hp/182-lb-ft I-4
Opt Engine 3.5L/290-hp/267-lb-ft V-6
Drivetrain Front engine, FWD/AWD
Transmission 8-sp twin-cl auto; 9A
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 53%



Getting closer to its rivals one step at a time.

Alfa Romeo 4C

Base Price \$56,000-\$66,000* **Body Type** Coupe, convertible

MINOR A convertible variant called the 4C Spider was added in late 2015. In addition to performance enhancements such as staggered wheels and a lightweight carbon-fiber-intensive body, the 4C is available with a sports exhaust. The 4C Spider offers a center-mounted Akrapovič titanium twin-outlet exhaust with carbon-fiber surrounds. Both options provide plenty of aural pleasure. **Look For** A range-topping Quadrifoglio Verde or GTA version with a more visceral driving experience in the near future.

Base Engine 1.7L/237-hp/258-lb-ft turbo I-4
Opt Engine None
Drivetrain Mid-engine, RWD
Transmission 6-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 48%



EPA Econ City/Hwy: 24/34 mpg 0-60 mph: 4.0 sec

Pure Alfa Romeo DNA.

Aston Martin DB9 GT/Vanquish

Base Price \$194,000*-\$302,000 **Body Type** Coupe, convertible

MAJOR With the DB11 on the horizon, Aston Martin is introducing the DB9 GT, which gets 30 horsepower more than the outgoing DB9; new 10-spoke, 20-inch wheels; an updated infotainment system; and revised front and rear fascias with updated headlights and taillights. The new infotainment system has a one-piece console with touch-sensitive switches and text message integration. **Look For** The DB9 replacement to debut before long, taking some styling cues from the limited-run Vulcan track-only supercar.

Base Engine 5.9L/540-568-hp/457-465-lb-ft V-12
Opt Engine None
Drivetrain Front engine, RWD
Transmission 6A; 8A
Basic Warranty 3 yrs/unlimited miles



EPA Econ City/Hwy: 13/19-21 mpg 0-60 mph: 4.0-4.4 sec

Even toward the end of their life cycle, these Astons hardly look dated.



EPA Econ City/Hwy: 14/22 mpg 0-60 mph: 4.2 sec*

Aston Martin Rapide S

Base Price \$209,120 **Body Type** Hatchback

MINOR The Rapide S' old-school six-speed automatic transmission is gone, replaced by the ubiquitous ZF eight-speed automatic in a transaxle arrangement. Aston Martin claims that change, along with other mechanical refinements, shaves half a second off the 0-60 time. Inside, a new one-piece console that continues back through the center of the car joins an updated infotainment system; touch-sensitive switches offer haptic feedback. **Cool Fact** The ZF eight-speed will adapt on the fly to your driving style.

Base Engine 5.9L/552-hp/465-lb-ft V-12
Opt Engine None
Drivetrain Front engine, RWD
Transmission 8A
Basic Warranty 3 yrs/unlimited miles



EPA Econ City/Hwy: 12/14/18-21 mpg 0-60 mph: 4.1-4.7 sec*

Aston Martin Vantage

Base Price \$103,000-\$200,000* **Body Type** Coupe, convertible

UNCHANGED The Vantage ranges from the relatively affordable GT to the powerful V12 Roadster, and all models this year benefit from a revised infotainment system. The V8, V8 S, and V12 S models round out the lineup, and the new base-model GT introduced last year offers yet another choice. The automated manual can be clunky off the track, so we're hoping the ZF eight-speed makes its way from the Vanquish. **Driver's Choice** The GT12 is a lightweight, motorsport-derived special edition limited worldwide to a mere 100 cars.

Base Engine 4.7L/420-430-hp/346-361-lb-ft V-8
Opt Engine 5.9L/565-hp/457-lb-ft V-12
Drivetrain Front engine, RWD
Transmission 6M; 7-sp auto-cl manual
Basic Warranty 3 yrs/unlimited miles



EPA Econ City/Hwy: 23-31/31-43 mpg; Not Yet Rated (e-tron) 0-60 mph: 4.7-8.2 sec

MPG KING
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Audi A3/S3

Base Price \$31,825-\$43,425 **Body Type** Sedan, conv, hatch

MAJOR The A3 gains standard features such as a rearview camera and parking sensors. Prestige models are now available with the full suite of driver assistance systems. All models can now be had with the Sport or S Line packages, 4G LTE connectivity, and a Bang & Olufsen sound system. The Black Optic Performance package is now available in the S3 and comes with black exterior accents and Audi magnetic ride. **Look For** The hatchback variant to return in the form of the e-tron plug-in hybrid by the end of 2015.

Base Engine 1.8L/170-hp/200-lb-ft turbo I-4
Opt Engine 2.0L/150-hp/236-lb-ft t-diesel I-4; 2.0L/220-hp/258-lb-ft turbo I-4; 2.0L/292-hp/280-lb-ft turbo I-4; 1.4L turbo I-4 + elec, 201 hp*
Drivetrain Front engine, FWD/AWD
Transmission 6-sp twin-cl auto; 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 53%



EPA-Econ city/Hwy: 17-24/26-32 mpg 0-60 mph: 4.4-6.4 sec*

Audi A4/S4

Base Price \$36,825-\$50,125 **Body Type** Sedan

MINOR Entry-level models gain a three-spoke steering wheel, an optional Navigation package that also includes hands-free keyless entry/start, and a 4G LTE connection. The Technology package on the Premium Plus model now comes with the Bang & Olufsen audio system. Premium models are available with the S Line Competition Plus package, which adds 19-inch wheels. The 333-hp S4 can be fitted with a sport rear differential and adaptive damping. **Look For** An all-new A4 for the 2017 model year.

Base Engine 2.0L/220-hp/258-lb-ft turbo I-4
Opt Engine 3.0L/333-hp/325-lb-ft s'chgd V-6
Drivetrain Front engine, FWD/AWD
Transmission 6M; 8A; 7-sp twin-cl auto; CVT
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Yr Retained Value 49%



EPA Econ City/Hwy: 16-22/22-32 mpg 0-60 mph: 4.0-6.9 sec*

Audi A5/RS 5

Base Price \$41,425-\$81,000* **Body Type** Coupe, convertible

MINOR A 4G LTE connection can be had as part of the Navigation Plus package, and the S line exterior is now standard. The Bang & Olufsen sound system is now standard in Premium Plus trim. All A5 and S5 models are now available in the Misano Red Pearl exterior color, and convertibles can be ordered with a red top. The S5's optional Black Optic Plus package now comes with black side mirror housings and 20-inch wheels. **Best Buy** The A5 provides a great balance of performance and fuel economy wrapped in a sleek package.

Base Engine 2.0L/220-hp/258-lb-ft turbo I-4
Opt Engine 3.0L/333-hp/325-lb-ft s'chgd V-6; 4.2L/450-hp/317-lb-ft V-8
Drivetrain Front engine, AWD
Transmission 6M; 8A; 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 50%



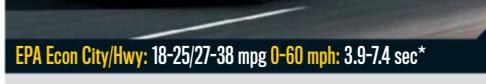
EPA Econ City/Hwy: 16-22/22-32 mpg 0-60 mph: 4.0-6.9 sec*

Audi A6/S6

Base Price \$47,125-\$71,825 **Body Type** Sedan

MAJOR The 2.0T model's turbo-four now makes 252 hp, the supercharged V-6 is now rated at 333 hp, and the V-8-powered S6 produces 30 more ponies for 450 hp. A turbodiesel V-6 remains available, as does an entry-level model powered by a turbo-four. The revised interior now has the latest MMI infotainment system with updated controls, and exterior styling changes include a larger grille. **Driver's Choice** The S6 is the classic wolf in sheep's clothing, making it one of the best sleepers on sale today.

Base Engine 2.0L/252-hp/273-lb-ft turbo I-4
Opt Engine 3.0L/240-hp/428 lb-ft t-diesel V-6; 3.0L/333-hp/325-lb-ft s'chgd V-6; 4.0L/450-hp/406-lb-ft twin-turbo V-8
Drivetrain Front engine, FWD/AWD
Transmission 8A; 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 44%



EPA Econ City/Hwy: 18-25/27-38 mpg 0-60 mph: 3.9-7.4 sec*

A great all-around sports sedan in a suit and tie.



EPA Econ City/Hwy: 16/23 mpg; 90 mpg-e comb (e-tron)* 0-60 mph: 3.0-4.0 | Style and substance in a seductive shell.



Audi R8 (2017) Base Price \$165,000-\$185,000* Body Type Coupe, convertible

ALL-NEW Sporting a fresh but evolutionary exterior, the Audi R8 will return in CY 2016 as striking as ever. Packing a seven-speed twin-clutch transmission and a choice of two V-10 engines, the R8 shows that high-revving, naturally aspirated engines are alive and well. The virtual cockpit and its 12.3-inch TFT cluster display will be standard on all models, and Audi will offer a rear-drive electric model, the R8 e-tron, later. **Look For** A driver-oriented interior in all R8s thanks to the virtual cockpit that first debuted in the new TT.



EPA Econ City/Hwy: 15/25/25-38 mpg 0-60 mph: 3.2-5.4 sec*

Audi A7/RS 7

Base Price \$69,225-\$109,825 Body Type Hatchback

MINOR A7s with the supercharged V-6 and the V-8-powered S7 gain more power—333 hp and 450 hp, respectively—and the diesel-powered TDI and high-performance RS 7 carry over. The revised front and rear fascias include a new grille and standard LED headlights and taillights. Audi has added new interior upholsteries in gray, brown, and red and carbon-fiber inserts with red accents. **Best Buy** Diesel-powered A7s offer a compelling mix of performance, fuel economy, sex appeal, and practicality.

A svelte hatchback for those seeking a practical getaway car.

Base Engine 3.0L/333-hp/325-lb-ft
s'chgd V-6

Opt Engine 3.0L/240-hp/428-lb-ft t-diesel
V-6; 4.0L/450-560-hp/406-516-lb-ft
twin-turbo V-8*

Drivetrain Front engine, AWD
Transmission 8A; 7-sp twin-cl auto

Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 47%



EPA Econ City/Hwy: 14-24/22-36 mpg 0-60 mph: 3.5-5.8 sec

Audi A8/S8

Base Price \$82,425-\$140,125 Body Type Sedan

MINOR The A8 4.0T's new Sport trim comes with sport air intakes, side sills, a rear diffuser, and a restyled front bumper. Driver aids such as adaptive cruise control with stop-and-go function, active lane assist, and a head-up display are available. The Dynamic package adds a more aggressive steering calibration for better response. Vermont Brown leather and fine-grain ash wood accents make the interior feel more luxurious. **Driver's Choice** The S8 provides plenty of luxury and sports car-rivaling performance levels.

Audi's all-weather luxury flagship.

Base Engine 3.0L/333-hp/325-lb-ft
s'chgd V-6

Opt Engine 3.0L/240-hp/428-lb-ft t-diesel
V-6; 4.0L/435-520-hp/444-481-lb-ft
twin-turbo V-8; 6.3L/500-hp/463-lb-ft W-12

Drivetrain Front engine, AWD
Transmission 8A

Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 40%



EPA Econ City/Hwy: 22/31 mpg* 0-60 mph: 4.4-5.5 sec*

Audi TT/TTS

Base Price \$43,825-\$52,825 Body Type Coupe, convertible

ALL-NEW Now using the Volkswagen Group's MQB platform, the TT is lighter and stiffer than the previous generation. A 2.0-liter turbo-four is the only engine available, but it comes in two power ratings and is paired with a six-speed twin-clutch automatic transmission. A 12.3-inch TFT screen is the instrument cluster and doubles as the display for the MMI infotainment system and navigation with Google Earth maps. **Cool Fact** Bauhaus design was the inspiration for the original TT's exterior, stressing a clean, simple look.

Improved performance in a lighter, more technologically advanced package.

Base Engine 2.0L/220-hp/258-lb-ft turbo I-4

Opt Engine 2.0L/292-hp/280-lb-ft turbo I-4

Drivetrain Front engine, AWD

Transmission 6-sp twin-cl auto

Basic Warranty 4 yrs/50,000 miles

IntelliChoice 5-Yr Retained Value 49%



EPA Econ City/Hwy: 13-15/20-25 mpg* 0-60 mph: 3.6-4.2 sec

Bentley Continental GT/GT Speed

Base Price \$201,225-\$269,000* Body Type Coupe, convertible

MAJOR The Continental gets updated front fenders, front/rear bumpers, fender vents, and trunklid. Inside, Bentley turns up the luxury with new seat finishes, new dashboard detailing, a Wi-Fi option, semi-aniline hides, and an Alcantara headliner option. The twin-turbo W-12 has been revised to produce an additional 15 hp with better fuel economy and lower emissions. **Best Buy** Instead of the W-12 models, go for the lighter V8 S—it's quick, capable, and offers a few more miles of driving range.

The Continental puts the Grand in Grand Touring.

Base Engine 4.0L/500-572-hp/487-518-lb-ft
twin-turbo V-8

Opt Engine 6.0L/582-626-hp/531-607-lb-ft
twin-turbo W-12

Drivetrain Front engine, AWD

Transmission 8A

Basic Warranty 3 yrs/unlimited miles



EPA Econ City/Hwy: 12-14/20-24 mpg 0-60 mph: 4.0-4.9 sec*

HEAD 2 HEAD WINNER

EPA Econ City/Hwy: 11/18 mpg 0-60 mph: 5.0-5.2 sec



EPA Econ City/Hwy: 19-23/26-36 mpg 0-60 mph: 4.4-5.2 sec

**MPG KING LUXURY CAR****COMPARISON WINNER**

EPA Econ City/Hwy: 14-26/20-38 mpg 0-60 mph: 3.7-6.2 sec

Bentley Flying Spur

Base Price \$206,725-\$228,025 **Body Type** Sedan

UNCHANGED The Flying Spur gets a new alloy wheel design, new steering wheel design, the same Wi-Fi system introduced on the Continental, a pair of new interior colors, and three new exterior paint colors. Variable power-assisted steering and a new variable displacement system contribute to increased range and reduced emissions. A new Beluga Specification for V8 models includes special wheels, black trim inside and out, and more. **Cool Fact** The 200-mph top speed makes the Flying Spur the fastest Bentley sedan on sale.

The Bentley sedan for when an S-Class simply isn't appealing enough.

Base Engine 4.0L/500-hp/487-lb-ft twin-turbo V-8**Opt Engine** 6.0L/616-hp/590-lb-ft twin-turbo W-12**Drivetrain** Front engine, AWD**Transmission** 8A**Basic Warranty** 3 yrs/unlimited miles

Bentley Mulsanne/Speed

Base Price \$310,125-\$342,025 **Body Type** Sedan

MINOR Bentley introduces the Mulsanne Speed with 530 hp and 811 lb-ft of torque, raising the bar on how much power is enough; the base Mulsanne produces 505 hp and 752 lb-ft. The Mulsanne Speed recently got the nod in a comparison test against the less expensive but still formidable Mercedes-Maybach S600. Luxury is more than skin deep in the Bentley. It smells good, too. **Cool Fact** You can video chat in the back via built-in iPads while getting a massage from your heated seats.

Bentley's flagship blends luxury with lots of torque.

Base Engine 6.8L/505-hp/752-lb-ft twin-turbo V-8**Opt Engine** 6.8L/530-hp/811-lb-ft twin-turbo V-8**Drivetrain** Front engine, RWD**Transmission** 8A**Basic Warranty** 3 yrs/unlimited miles

BMW 2 Series

Base Price \$33,845-\$51,745 **Body Type** Coupe, convertible

UNCHANGED The 2 Series, spiritual successor to the small sporty BMWs from years ago, gained available AWD and a convertible model last year. The convertible top can be opened or closed in 20 seconds at speeds up to 30 mph. We hear the front-drive 2 Series Active Tourer will not be coming to America, because it's too small and could cannibalize sales of the Mini Countryman. **Look For** The M2, with more power and handling refinements over the M235i, to make its debut sometime in the next couple years.

The 2 Series can only go up from here.

Base Engine 2.0L/240-hp/255-lb-ft turbo I-4**Opt Engine** 3.0L/320-hp/330-lb-ft turbo I-6**Drivetrain** Front engine, RWD/AWD**Transmission** 6M; 8A**Basic Warranty** 4 yrs/50,000 miles**Safety** IIHS: TSP+**IntelliChoice 5-Yr Retained Value** 49%

BMW 3 Series/Plug-In/M3

Base Price \$33,000*-\$64,195 **Body Type** Sedan, hatchback, wagon

MAJOR A new 320-hp turbo-six for the new 340i and a plug-in hybrid 330e model are the main highlights of the face-lifted 3 Series range. Other changes include revised headlight clusters, mildly refreshed exterior styling, a retuned suspension, new electric power steering, and updated transmissions. Diesel power and all-wheel drive carry over from the previous model year, and a new Track Handling package includes variable steering and adaptive M suspension. **Driver's Choice** All 3 Series models are fun to drive on a twisty road.

The benchmark sports sedan and wagon refined.

Base Engine 2.0L/180-hp/200-lb-ft turbo I-4**Opt Engine** 2.0L/240-hp/255-lb-ft turbo**I-4; 3.0L/320-hp/330-lb-ft turbo I-6;****2.0L/181-hp/280-lb-ft t-diesel I-4;****3.0L/425-hp/406-lb-ft twin-turbo I-6; 2.0L****turbo I-4 + elec, 250 hp*****Drivetrain** Front engine, RWD/AWD**Transmission** 6M; 8A; 7-sp twin-cl auto**Basic Warranty** 4 yrs/50,000 miles**Safety** NHTSA: 5 Stars**IntelliChoice 5-Yr Retained Value** 50%

BMW 4 Series/M4

Base Price \$42,845-\$74,895 **Body Type** Coupe, conv, hatch

MINOR After BMW's big 2015 with the introduction of the Gran Coupe hatch and M4 models, look for BMW to replace the 435i with a 440i model with a 320-hp turbo-six to match the 340i changes this year. A new 100-unit 435i ZHP Coupe Edition with a selection of parts from M Accessory Performance makes its debut to pay homage to the performance package available on the 2003-2006 E46 3 Series. **Best Buy** 428i Gran Coupe if you like the 6 Series Gran Coupe's style but don't want to spend at least \$80,000.

If it weren't for the Gran Coupe, we'd be used to the 3 and 4 Series name change bit by now.

Base Engine 2.0L/240-hp/255-lb-ft turbo I-4**Opt Engine** 3.0L/320-hp/330-lb-ft turbo I-6***3.0L/425-hp/406-lb-ft twin-turbo I-6****Drivetrain** Front engine, RWD/AWD**Transmission** 6M; 8A; 7-sp twin-cl auto**Basic Warranty** 4 yrs/50,000 miles**IntelliChoice 5-Yr Retained Value** 50%

BMW 5 Series/M5

Base Price \$51,195-\$96,395 **Body Type** Sedan, hatchback

UNCHANGED The 5 Series, a longtime player in the sporty midsize luxury segment, has crept up in price as the competition has caught up in luxury and sport. With such a wide range of available engines, from a 240-horsepower turbo-four to a 335-horsepower hybrid turbo-six to a 575-horsepower twin-turbo V-8, there's one for every driver. Enhanced USB and Bluetooth are now standard on all 5 Series, and the 550i gets a standard power trunk. **Cool Fact** The M5 Competition Package adds 15 hp and firmer suspension.

Will an upcoming redesign help the 5 Series regain its throne?

Base Engine 2.0L/240-hp/260-lb-ft turbo I-4**Opt Engine** 3.0L/300-hp/300-lb-ft turbo I-6;**3.0L/255-hp/413-lb-ft t-diesel I-6; 3.0L****turbo I-6 + elec, 335 hp; 4.4L/445-575-****hp/480-500-lb-ft twin-turbo V-8****Drivetrain** Front engine, RWD/AWD**Transmission** 6M; 8A; 7-sp twin-cl auto**Basic Warranty** 4 yrs/50,000 miles**Safety** NHTSA: 5 stars**IntelliChoice 5-Yr Retained Value** 47%

POWERED BY

BFGoodrich
Tires

ENTHUSIASTS COMPETE
IN THE ULTIMATE ON AND
OFF-ROAD PERFORMANCE
DRIVING COMPETITION.

MOTOR TREND **FOUR WHEELER**

BFGoodrich® Tires, MOTOR TREND and FOUR WHEELER invited performance driving enthusiasts to submit a short video proving he or she was indeed "driver enough" to lay down the fastest lap time behind the wheel of a 2015 Mustang GT and a 2014 Ford Raptor. Six winners were handpicked from around the country and flown out to Willow Springs International Raceway, just north of Los Angeles, to challenge themselves and each other behind the wheel. To make things even more interesting, another 50 local enthusiasts were presented with the opportunity to sign up through a microsite to partake in the event.

The Driver Enough Challenge consisted of a customized road course as well as a rough and demanding off-road track. The road course challenged participants through a series of fast straights, tight corners and a host of elevation changes. Adjacent to the road course, the rugged off-road track was designed to test the drivers' skills behind the wheel on rough, rocky terrain.

In addition to a classroom "chalk talk," professional driving instructors demoed the fastest lines around each respective course, and our challengers were also introduced to our celebrity BFGoodrich performance pro drivers who set baseline lap times on each course, thus setting the ultimate time to beat.

Brad Lovell has raced and won many off-road races including: Baja 1000, Ultra 4, TORC, and nearly every other off-road discipline. His on-road counterpart, Andrew Commie-Picard, has won the North American Rally Championship, holds a string of 17 consecutive Rally America podiums and is an X Games Rally medalist.

Lovell and ACP weren't the only two glitterati at the Driver Enough Challenge. Road racing legend

Tommy Kendall made an appearance, as did *Motor Trend's* globetrotting Editor-in-Chief, Ed Loh. Additionally, Rick Péwé, Content Director of the *Four Wheeler* Network, offered his insight and tips for the off-road portion.

BFGoodrich® Tires took full advantage of the event to prove its tires were also up to the task at hand. The on-road course featured a group of brand-new 2015 Mustang GT's

setting for 2014 Ford Raptors outfitted with BFGoodrich® Tire's All-Terrain T/A® KO2 meats. The All-Terrain T/A® KO2's tougher sidewalls, gravel endurance and improved traction all worked wonders on the off-road course as they helped the drivers hook up and push ahead.

Once the dust settled and the track went cold, each challenger's cumulative times and overall performance of on and off-road runs were calculated to determine our winners. Wade Koehl from Cypress, TX, came home with third, Gardner Nichols from Boulder, CO, took second place, and Mike Iler, from Redlands, CA, took home first place and won the grand prize of a new set of BFGoodrich® Tires.

Our pro drivers were astonished with Iler's uncanny ability to lay down consistent, controlled and fast lap times, particularly as he doesn't have any prior racing experience. Iler lapped the off-road course within a tenth of a second of Lovell's pro lap time, and proceeded to beat the on-road pro by nearly a second!

The Driver Enough Challenge was such a success that similar events may be planned in the future. Think you're driver enough? You might get the chance to prove it soon!

"CHALLENGERS WERE INTRODUCED TO OUR CELEBRITY PRO DRIVERS WHO SET BASELINE TIMES ON EACH COURSE"

fitted with g-Force™ Comp-2™ A/S tires, BFGoodrich® Tire's best-ever, ultra-high performance all-season tire. The g-Force™ Comp-2 A/S™ rubber gave the challengers the ability to accelerate faster and brake harder in their quest for fast times.

The off-road course proved to be the perfect





EPA Econ City/Hwy: 14-20/20-31 mpg 0-60 mph: 3.9-5.4 sec

BMW 6 Series/M6

Base Price \$77,550-\$122,150 **Body Type** Coupe, convertible, sedan

MINOR The entire 6 Series range receives subtle exterior styling tweaks, and the Alpina B6 xDrive Gran Coupe is now rated at 600 horsepower and 590 lb-ft of torque. Adaptive LED headlights are now standard equipment, and the new M Sport Edition pack combines the M Sport and Executive packages into one. The 6 Series is offered as a coupe, four-door, and convertible. **Best Buy** The base 640i with the M Sport Edition package nicely fuses together performance, luxury, and fuel efficiency.

Base Engine 3.0L/315-hp/330-lb-ft turbo I-6
Opt Engine 4.4L/445-600-hp/480-590-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD/AWD
Transmission 6M; 8A; 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 44%

Despite going under the scalpel, the BMW 6 Series still looks the same.

BMW 7 Series

Base Price \$82,290-\$98,395 **Body Type** Sedan

ALL-NEW The new 7 Series drops weight, gains lots more tech, and is now only offered in long-wheelbase form in the U.S. Under the hood will be an all-new inline-six, a revised 4.4-liter V-8, and later in 2016 a plug-in hybrid. Inside, the iDrive system gains touch- and gesture-based controls, and the rear seat gets reclining seat backs and eight different massage modes. **Cool Fact** The Active Comfort Drive system uses a stereoscopic camera to scan the road ahead and adjust the suspension predictively.

Base Engine 3.0L/320-hp/330-lb-ft turbo I-6
Opt Engine 4.4L/445-hp/480-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD/AWD
Transmission 8A
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 39%

Because the 7 Series shows off BMW's latest and greatest tech, we can't wait for the trickle-down.



EPA Econ City/Hwy: 17-20/25-30 mpg* 0-60 mph: 4.3-5.4 sec*



EPA Econ Comb: 117-124 mpg-e 0-60 mph: 6.4 sec

BMW i3

Base Price \$43,500-\$47,500* **Body Type** Hatchback

UNCHANGED Expect the technologically advanced i3 to remain largely unchanged for 2016, but don't be surprised to see BMW continue integrating lessons from the i3, which offers a gas-powered two-cylinder range extender, into mainstream vehicles and hybrids. The new 7 Series, with its carbon-fiber-reinforced plastic, aluminum, and high-strength steel, is evidence of the i3's influence. The engineering behind the upcoming 740e xDrive plug-in shows hints of i3, as well. **Avoid** The i3 if you like your Driving Machine to be Ultimate.

RANGE KING
PHEV

Base Motor 170-hp/184-lb-ft electric
Opt range-extending engine 34-hp I-2
Drivetrain Rear motor, RWD
Transmission 1A
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 47%

Maybe the eSetta would have been a better name.



EPA Econ City/Hwy: 76 mpg-e 0-60 mph: 3.8 sec

BMW i8

Base Price \$137,500* **Body Type** Coupe

UNCHANGED The hybrid i8 supercar takes a far different approach to high technology and advanced materials than the i3. It more successfully marries the BMW driving experience with efficiency. The i8 is one of those cars that looks great in photos but even better in person. Any doubt that may have been imparted by the i3 is more than made up for with the i8, which has a near-perfect 49/51 percent front/rear weight distribution. **Driver's Choice** The i8 if you want your hybrid to define you as a driving enthusiast.

Base Engine 1.5L turbo I-3 + electric, 357 hp
Opt Engine None
Drivetrain Mid-engine, RWD
Transmission 6A
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 45%

For when you want a trackworthy hybrid but missed out on the P1, 918, and LaFerrari.



EPA Econ City/Hwy: 17-22/24-34 mpg 0-60 mph: 4.4-5.2 sec*

BMW Z4

Base Price \$50,245-\$66,795 **Body Type** Convertible

UNCHANGED Remember the hardtop convertible from BMW? Yeah, that one. The Z4 offers three different engines, from a 240-horsepower, 2.0-liter turbo-four to a 335-horsepower, twin-turbo inline-six. On the base Z4 sDrive28i, which comes standard with sport seats, you can even get a six-speed manual. The pricing for several packages has also been reduced, and Crimson Red has been discontinued as an exterior color option. **Look For** The Toyota/BMW partnership to spawn a Z4 successor before 2020.

Base Engine 2.0L/240-hp/260-lb-ft turbo I-4
Opt Engine 3.0L/300-hp/300-lb-ft turbo I-6; 3.0L/335-hp/332-lb-ft twin-turbo I-6
Drivetrain Front engine, RWD
Transmission 6M; 8A; 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 49%

Still one of the better-looking hardtop convertibles around.



EPA Econ City/Hwy: 23/30 mpg* 0-60 mph: 7.0 sec*

Buick Cascada

Base Price \$32,000* **Body Type** Convertible

ALL-NEW Essentially another Opel with a Buick badge, the Cascada is the brand's first convertible since 1991. A new 200-hp, 1.6-liter turbo-four is the only engine available, and it's mated to a six-speed automatic. An overboost function momentarily increases torque from 206 to 221 lb-ft for quicker acceleration. Tech features include Buick's IntelliLink infotainment system with a 7-inch touchscreen and 4G LTE connectivity. **Cool Fact** The Cascada's HiPer Strut front suspension was developed to limit torque steer in front-drive vehicles.

Base Engine 1.6L/200-hp/206-lb-ft turbo I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission 6A
Basic Warranty 4 yrs/50,000 miles

A German-born American cruiser.



EPA Econ City/Hwy: 17-25/26-36 mpg 0-60 mph: 6.6-8.6 sec



EPA Econ City/Hwy: 19-25/27-36 mpg 0-60 mph: 6.2-9.1 sec



EPA Econ City/Hwy: 20-21/30-32 mpg 0-60 mph: 6.4-8.3 sec



EPA Econ City/Hwy: 17-21/23-33 mpg 0-60 mph: 4.0-7.0 sec*



EPA Econ City/Hwy: 15-20/22-30 mpg* 0-60 mph: 3.3-6.3 sec*



EPA Econ City/Hwy: 18-23/26-32 mpg; 50 mpg-e comb (PHEV)* 0-60 mph: 4.8-6.5 sec* | Bold, exciting, and more adventurous than its German adversaries.

Buick LaCrosse

Base Price \$32,500-\$40,000* **Body Type** Sedan

MINOR A lower trim level called the 1SV equipment group was added mid-2015, lowering the LaCrosse's base price. Cosmetic changes will include new 20-inch alloy wheel choices on AWD models and three new exterior colors: Dark Sapphire Blue Metallic, Graphite Gray Metallic, and Ebony Twilight Metallic. Buick's IntelliLink infotainment system has been updated with a new screen and two USB ports. The mild-hybrid eAssist powertrain remains the base engine. **Look For** A redesigned LaCrosse in the near future, inside and out.

Buick's answer to the Lexus ES.

Base Engine 2.4L I-4 + elec, 182 hp
Opt Engine 3.6L/304-hp/264-lb-ft V-6
Drivetrain Front engine, FWD/AWD
Transmission 6A
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Yr Retained Value 42%

Buick Regal/Regal GS

Base Price \$28,500-\$41,000* **Body Type** Sedan

UNCHANGED A new base trim level was added mid-2015 to lower the Regal's base price. Other changes include an updated IntelliLink infotainment system with new display screens and more intuitive controls. 4G LTE connectivity via OnStar is also available for a monthly fee after the three-month/3-GB trial ends. **Cool Fact** The Regal is an Americanized Opel Insignia sedan and was originally manufactured in Rüsselsheim, Germany, before North American production transferred to Oshawa, Ontario, Canada.

An American that speaks with a German accent.

Base Engine 2.4L/182-hp/172-lb-ft I-4
Opt Engine 2.0L/259-hp/295-lb-ft turbo I-4; 2.4L I-4 + elec, 182 hp
Drivetrain Front engine, FWD/AWD
Transmission 6M; 6A
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Yr Retained Value 42%

Buick Verano

Base Price \$23,000-\$30,500* **Body Type** Sedan

UNCHANGED Like other Buicks, a new entry-level Verano was added mid-2015 to lower its base price to less than \$25,000. Additional 4G LTE service is available for a monthly fee after the three-month/3-GB trial period ends. Unlike the midsize Regal, the Verano is more of a cruiser, featuring a comfortable, well-built cabin with plenty of sound insulation to keep things quiet inside the car. **Look For** A new Verano that rides on GM's new DXX platform in the near future, along with new powertrains and a new infotainment system.

A compact LaCrosse for those looking for a small luxury cruiser.

Base Engine 2.4L/180-hp/171-lb-ft I-4
Opt Engine 2.0L/250-hp/260-lb-ft turbo I-4
Drivetrain Front engine, FWD
Transmission 6M; 6A
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Yr Retained Value 42%

Cadillac ATS/ATS-V

Base Price \$34,000-\$63,660 **Body Type** Sedan, coupe

MAJOR In addition to the high-performance ATS-V, the Cadillac ATS is expected to gain the 3.6-liter V-6 first introduced in the full-size CT6, where it produces 335 horsepower. GM's in-house eight-speed automatic gearbox could replace the six-speed unit currently available in all ATS models. A new version of Cadillac's CUE infotainment system will be added in the 2016 ATS and ATS-V. **Driver's Choice** The twin-turbocharged ATS-V offers performance and handling tuned to specifically hunt the BMW M3 and M4.

German performance cars beware.

Base Engine 2.5L/202-hp/191-lb-ft I-4
Opt Engine 2.0L/272-hp/295-lb-ft turbo I-4; 3.6L/335-hp/284-lb-ft V-6*; 3.6L/464-hp/445-lb-ft twin-turbo V-6
Drivetrain Front engine, RWD/AWD
Transmission 6M; 8A*
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Yr Retained Value 43%

Cadillac CTS/CTS-V

Base Price \$48,000-\$84,990* **Body Type** Sedan

MAJOR In addition to the new CTS-V super sedan and its snarling 640-hp, supercharged V-8, the CTS should gain a new 335-hp, 3.6-liter V-6. The eight-speed automatic that first appeared in the 2014 CTS Vsport and rear-drive V-6 is projected to be the standard gearbox in all engine options. A new version of Cadillac's CUE infotainment system will be introduced on the 2016 CTS. **Driver's Choice** The new CTS-V is the all-American super sedan with performance and handling that rivals or beats the European competition.

The American sledgehammer seeks to smite the Germans.

Base Engine 2.0L/272-hp/295-lb-ft turbo I-4
Opt Engine 3.6L/335-hp/284-lb-ft V-6*; 3.6L/420-hp/430-lb-ft twin-turbo V-6; 6.2L/640-hp/630-lb-ft s'chgd V-8
Drivetrain Front engine, RWD/AWD
Transmission 6M; 8A
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Yr Retained Value 44%

Cadillac CT6/Plug-In

Base Price \$65,000-\$90,000* **Body Type** Sedan

ALL-NEW Cadillac's flagship aims directly at the German competition and brings with it an eight-speed automatic, a new plug-in hybrid powertrain, and a powerful twin-turbo V-6. Estimated to weigh less than 3,700 pounds and sporting GM's Magnetic Ride Control, active rear steering, and selectable driving modes, the CT6 is lighter than its competition and promises to handle better. **Look For** A 34-speaker Bose Panaray sound system will be available, as will a new version of Cadillac's CUE infotainment system featuring a 10.2-inch touchscreen.

Base Engine 2.0/265-hp/270-lb-ft turbo I-4*
Opt Engine 3.6L/335-hp/284-lb-ft V-6*; 3.0L/400-hp/400-lb-ft twin-turbo V-6*
Drivetrain Front engine, RWD/AWD
Transmission 8A; CVT
Basic Warranty 4 yrs/50,000 miles



EPA Econ City/Hwy: 15-21/25-31 mpg* 0-60 mph: 4.0-6.0 sec*

An exciting follow-up to our 2014 Best Driver's Car.

Base Engine 2.0L/275-hp/295-lb-ft turbo I-4
Opt Engine 3.6L/335-hp/284-lb-ft V-6; 6.2L/455-hp/455-lb-ft V-8
Drivetrain Front engine, RWD
Transmission 6M; 8A
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 52%



Chevrolet Camaro Base Price \$25,000-\$40,000* Body Type Coupe, convertible

ALL-NEW The redesigned Camaro takes an evolutionary step in the styling department, and weight is down nearly 200 pounds. The muscle car's overall dimensions shrink, three engines are available at launch, and Magnetic Ride Control has been added to the SS. Tremec six-speed manuals are joined by the in-house eight-speed automatics, making the capable Camaro even better. **Look For** A Z/28 redux to continue dominating. The outgoing car was crowned our 2014 Best Driver's Car.



EPA Econ comb gas/elec: 31 mpg/85 mpg-e* 0-60 mph: 6.4 sec*

Cadillac ELR

Base Price \$65,995 Body Type Coupe

MAJOR The 2016 ELR gets an updated powertrain with more power and improved suspension tuning as well as revised steering and braking calibrations. The car's electric-only range has also increased to 39 miles, and the range extender allows it to travel up to 330 miles. An available Performance package adds 20-inch wheels with summer performance tires but reduces the electric-only range by 4 miles.

Avoid Thinking about the price, which is still mind-boggling despite the huge price cut from the previous model.

Base Engine 233-hp/373-lb-ft elec + 1.4L/84-hp I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission CVT
Basic Warranty 4 yrs/50,000 miles



EPA Econ City/Hwy: 16-18/24-28 mpg 0-60 mph: 5.3-6.9 sec

Cadillac XTS

Base Price \$46,000-\$68,000* Body Type Sedan

MINOR Expected changes to the XTS include a more responsive CUE infotainment system with Apple CarPlay and Android Auto support, the addition of a wireless cellphone charging system, and a 360-degree-view camera system to make parking easier. We also anticipate minor exterior design changes, such as Cadillac's new wreathless crest logo and a new grille design.

Cool Fact It has the only transverse application of GM's 3.6-liter, twin-turbo V-6, but it's less powerful compared to the ATS-V and CTS Vsport.

Base Engine 3.6L/305-hp/264-lb-ft V-6
Opt Engine 3.6L/410-hp/369-lb-ft twin-turbo V-6
Drivetrain Front engine, FWD/AWD
Transmission 6A
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Yr Retained Value 37%



EPA Econ City/Hwy: 13-17/21-29 mpg 0-60 mph: 3.2-3.8 sec

Chevrolet Corvette

Base Price \$56,000-\$85,000* Body Type Coupe, convertible

MINOR A 500-unit special edition called the Corvette Z06 C7.R Edition joins the range. Three new exterior styling packages are also now available, alongside interior enhancements such as two-tone GT seats in leather or suede and a now-standard flat-bottom steering wheel for Stingray. **Driver's Choice** Corvette Stingrays with the Z51 Package and Magnetic Ride Control offer the best blend of daily usability and performance fun.

Base Engine 6.2L/455-460-hp/460-465-lb-ft V-8
Opt Engine 6.2L/650-hp/650-lb-ft s'chgd V-8
Drivetrain Front engine, RWD
Transmission 7M; 8A
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 52%



EPA Econ City/Hwy: 27/39-46 mpg* 0-60 mph: 8.0-8.5 sec

Chevrolet Cruze

Base Price \$17,500-\$26,500* Body Type Sedan, hatch

ALL-NEW The Cruze gets redesigned this year. The exterior has been reworked with a new grille, a pair of character lines that run the length of the body, and unique lighting elements that change the look of the rear. A 1.4-liter turbo-four is standard, and a turbodiesel engine is coming for the 2017 model year. The lightened car will be larger, offering more interior space and new-to-Cruze safety tech on higher trims. **Look For** A hatchback to go on sale sometime after the sedan hits dealers in early 2016.

Base Engine 1.4L/153-hp/177-lb-ft turbo I-4
Opt Engine 1.6L/150-hp/240-lb-ft t-diesel I-4*
Drivetrain Front engine, FWD
Transmission 6M; 6A
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 48%

A new look, new tech, and new engines should help the Cruze get back in the game.



EPA Econ City/Hwy: 17-22/25-31 mpg 0-60 mph: 6.2-9.1 sec*

Chevrolet Impala

Base Price \$28,000-\$35,500* **Body Type** Sedan

UNCHANGED The Impala now offers wireless charging for compatible mobile devices and the Midnight Edition Appearance package, which includes 19-inch wheels, a blacked-out grille, black bow tie, black paint, and a rear spoiler. Five new exterior color options are added: Siren Red Tintcoat, Citron Green Metallic, Heather Gray Metallic, Mosaic Black Metallic, and Green Envy Metallic. **Best Buy** The Impala shares some parts with the Buick LaCrosse, meaning the Chevy is quieter and nicer than the previous generation.

Chevy's top-of-the-line front-drive sedan feels quite luxurious.

Base Engine 2.5L/196-hp/186-lb-ft I-4
Opt Engine 3.6L/305-hp/264-lb-ft V-6; 3.6L/230-260-hp/218-247-lb-ft CNG-gas V-6
Drivetrain Front engine, FWD
Transmission 6A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 42%



EPA Econ City/Hwy: 22-48/32-45 mpg* 0-60 mph: 6.3-8.5 sec*

Chevrolet Malibu

Base Price \$23,500-\$34,000* **Body Type** Sedan

ALL-NEW The redesigned 2016 Malibu's new hybrid powertrain promises 47 combined mpg. A 1.5-liter and 2.0-liter turbo-four round out the new Malibu's engine offerings. Longer and lighter than the car it replaces, the new Malibu offers a slew of tech features including an entire suite of new safety aids, an updated version of Chevy's MyLink infotainment system with a 7-inch touchscreen, and wireless cellphone charging. **Cool Fact** The Teen Driver system grades how teenagers drive and reports back to their parents.

A svelte family sedan that doubles as an on-road nanny for marauding teens.

Base Engine 1.5L/160-hp/184-lb-ft turbo I-4*
Opt Engine 1.8L I-4 + elec, 182 hp*;
 2.0L/250-hp/258-lb-ft turbo I-4*
Drivetrain Front engine, FWD
Transmission 6A; 8A; CVT
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 41%



EPA Econ City/Hwy: 25-29/33-40 mpg 0-60 mph: 8.1-9.0 sec*

Chevrolet Sonic/RS

Base Price \$15,000-\$22,000* **Body Type** Sedan, hatchback

UNCHANGED The Sonic enters the 2016 model year with the MyLink infotainment system and a 7-inch touchscreen standard on LT models. A six-speed automatic is now standard on the LTZ model, and new exterior colors include Nightfall Gray Metallic, Mosaic Black Metallic, and Kinetic Blue Metallic. The Sonic offers 4G LTE Wi-Fi on models with the MyLink system, with a complimentary three-month trial period. **Driver's Choice** The RS if you're an experience person—but not if you're a numbers person.

A capable and fun small car that's ready for an update.

Base Engine 1.8L/138-hp/125-lb-ft I-4
Opt Engine 1.4L/138-hp/148-lb-ft turbo I-4
Drivetrain Front engine, FWD
Transmission 5M; 6M; 6A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 45%



EPA Econ City/Hwy: 31/40 mpg*; 128/109 mpg-e 0-60 mph: 8.5-9.5 sec*

Chevrolet Spark/EV

Base Price \$14,500-\$25,995 **Body Type** Hatchback

ALL-NEW No longer sporting a bug-eyed look, the 2016 Spark is stronger, safer, and available in vibrant colors. Longer and lower than the current model, the new city car is also more spacious. A new version of Chevrolet's MyLink infotainment system comes with smartphone-like usability, including swipe and pinch to zoom functions. The outgoing Spark's EV model continues as a 2016 model. **Look For** New safety aids will be offered, including forward collision alert, lane departure warning, and side blind-spot alert.

Small, quirky, bubbly, and safer than ever.

Base Engine 1.4L/98-hp/94-lb-ft I-4*
Opt Motor 140-hp/327-lb-ft electric
Drivetrain Front engine, FWD
Transmission 5M; CVT; 1A
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 44%



EPA Econ City/Hwy: 14-15/21 0-60 mph: 4.5-4.6 sec

Chevrolet SS

Base Price \$47,000* **Body Type** Sedan

UNCHANGED The SS is the third Holden Commodore-based vehicle imported to our shores, and with manufacturing in Australia coming to an end in 2017, it seems as if the Commodore family's days might be numbered. Opting for the manual transmission will save owners \$1,300 by allowing them to circumvent the gas guzzler tax tacked onto the automatic-equipped models with slightly lower fuel economy. **Best Buy** Any SS if you're a fan of full-size rear-drive performance sedans.

After the Pontiac GTO and G8, the Commodore gets one last run in the States.

Base Engine 6.2L/415-hp/415-lb-ft V-8
Opt Engine None
Drivetrain Front engine, RWD
Transmission 6M; 6A
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 50%



EPA Econ comb gas/electric: 41 mpg*; 106 mpg-e 0-60 mph: 8.4 sec*

Chevrolet Volt

Base Price \$33,995 **Body Type** Hatchback

ALL-NEW Looking curvier than before, the Chevrolet Volt now comes with more torque than its predecessor and an estimated combined driving range of more than 400 miles (an estimated 50 miles of EV-only range). The Volt weighs 250 pounds less than the car it replaces thanks to a lighter platform and a re-engineered powertrain. A new version of the MyLink infotainment system will be displayed on an 8-inch touchscreen. **Cool Fact** The new 1.5-liter I-4, functionally a generator, is more powerful and now runs on regular-octane gas.

Better than ever, the Volt returns to impress an even bigger audience.

Base Engine 149-hp/294-lb-ft elec + 1.5L/101-hp I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission CVT
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 32%



EPA Econ City/Hwy: 18-23/29-36 mpg 0-60 mph: 6.3-8.7 sec

Chrysler 200

Base Price \$22,990-\$32,420 **Body Type** Sedan

UNCHANGED Late in 2015, Chrysler began offering Ambassador Blue leather on 200S models and Mocha leather on 200C models. Otherwise, with increased sales and an even smaller percentage going to fleets, it looks like more than just business travelers are willing to upgrade to the 200. With the hit-or-miss nature of nine-speed automatics, we appreciate the 200's transmission tuning but wish the four-cylinder model were a bit quicker. **Cool Fact** The Chrysler 200 placed third in a six-car Big Test comparison in 2014.

Base Engine 2.4L/184-hp/173-lb-ft I-4
Opt Engine 3.6L/295-hp/262-lb-ft V-6
Drivetrain Front engine, FWD/AWD
Transmission 9A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 41%



EPA Econ City/Hwy: 16-19/25-31 mpg 0-60 mph: 5.6-6.4 sec

Chrysler 300

Base Price \$33,000-\$46,000* **Body Type** Sedan

UNCHANGED After a major refresh last year, expect the 300 to stay the course for 2016. The refresh removed a number of weak points from an already good car. The 300 is a comfortable, large sedan with modern driver aids, including an adaptive cruise control that doesn't give up in heavy traffic and can bring the car to a stop. Like previous generations, the 300 isn't terribly light on its feet, but it stays composed when the going gets twisty. **Avoid** Hoping for another SRT model, as Dodge is being groomed as the FCA performance brand.

Base Engine 3.6L/292-300-hp/260-264-lb-ft V-6
Opt Engine 5.7L/363-hp/394-lb-ft V-8
Drivetrain Front engine, RWD/AWD
Transmission 8A
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 42%



COMPARISON WINNER

EPA Econ City/Hwy: 13-19/21-30 mpg 0-60 mph: 3.7-6.0 sec

Dodge Challenger/SRT Hellcat

Base Price \$28,000-\$61,000* **Body Type** Coupe

UNCHANGED After a big year with the introduction of the SRT Hellcat and Scat Pack models, the Challenger won't likely change much before a redesign in a couple years. Although it's easy to forget the wide range of excellent models below the 707-hp Hellcat, the Scat Pack stood out last year by sticking the SRT 392's engine in the R/T for a \$7,700 discount. We've tested an automatic Scat Pack model hitting 60 mph in just 4.2 seconds. **Driver's Choice** Unlike the Charger SRT Hellcat sedan, the Challenger Hellcat offers a manual transmission.

Base Engine 3.6L/305-hp/268-lb-ft V-6
Opt Engine 5.7L/372-375-hp/400-410-lb-ft V-8; 6.4L/485-hp/475-lb-ft V-8; 6.2L/707-hp/650-lb-ft s'chgd V-8
Drivetrain Front engine, RWD
Transmission 6M: 8A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 53%



COMPARISON WINNER

EPA Econ City/Hwy: 13-19/22-31 mpg 0-60 mph: 3.7-6.6 sec

Dodge Charger/SRT Hellcat

Base Price \$29,000-\$65,000* **Body Type** Sedan

UNCHANGED Along with its two-door Challenger sibling, the Charger SRT Hellcat stole the spotlight last year with its 707-hp, supercharged V-8. With all that tire smoke, you may have missed the remarkably capable additions elsewhere in the lineup. The Scat Pack took the SRT 6.4-liter V-8 and tossed it into an R/T for \$8,000 less. The Charger cannot be equipped with a manual, leaving the eight-speed automatic as the lone transmission. **Best Buy** The Scat Pack's 485 hp sounds pitiful next to the Hellcat, but it's plenty for most.

Base Engine 3.6L/292-300-hp/260-264-lb-ft V-6
Opt Engine 5.7L/370-hp/395-lb-ft V-8; 6.4L/485-hp/475-lb-ft V-8; 6.2L/707-hp/650-lb-ft s'chgd V-8
Drivetrain Front engine, RWD/AWD
Transmission 8A
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 44%



EPA Econ City/Hwy: 22-28/31-41 mpg 0-60 mph: 7.5-9.9 sec*

Dodge Dart

Base Price \$17,500-\$25,000* **Body Type** Sedan

UNCHANGED We expect the Dart to soldier on without major changes. The Dart makes a reasonable value proposition by providing standard four-wheel disc brakes on every trim, not something the Corolla, Focus, or outgoing Civic can claim. The sedan offers three transmissions, though we're hoping for a better dual-clutch automatic, which was unrefined when not shifted in manual mode. Updates are expected within the next few years. **Avoid** The GT and its 18-inch wheels unless you are surrounded by immaculately maintained roads.

Base Engine 2.0L/160-hp/148-lb-ft I-4
Opt Engine 1.4L/160-hp/184-lb-ft turbo I-4; 2.4L/184-hp/174-lb-ft I-4
Drivetrain Front engine, FWD
Transmission 6M: 6A; 6-sp twin-cl auto
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 44%



EPA Econ City/Hwy: 12/21 mpg 0-60 mph: 3.3-3.5 sec

Dodge Viper/ACR

Base Price \$91,590-\$122,490 **Body Type** Coupe

UNCHANGED The track-ready ACR gets suspension tweaks, aerodynamic changes, upgraded brakes, and tires designed just for this model. Last year, a \$15,000 price cut made the Viper line more affordable, and the 1 of 1 program allows Viper buyers to choose between different hand-painted exterior colors, interior trim materials, and exterior aerodynamic elements for a total of 25 million unique build combinations. **Cool Fact** No two customers can order the same configuration in the same model year in the 1 of 1 program.

Base Engine 8.4L/645-hp/600-lb-ft V-10
Opt Engine None
Drivetrain Front engine, RWD
Transmission 6M
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 48%

No worries about coming home and seeing an identical Viper in your neighbor's driveway.

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EPA Econ City/Hwy: 16/22 mpg* 0-60 mph: 2.9 sec*

Ferrari 488 GTB**Base Price** \$242,737 **Body Type** Coupe

ALL-NEW The 458's replacement has arrived, and the 488 GTB ushers in a new era as the second Ferrari to utilize a modern 3.9-liter, twin-turbo V-8. Power is up, fuel economy is improved, and emissions are down. Like the California T the exhaust note will change; this is the cost of doing business with turbochargers. Styling has evolved from the 458, and the interior is now even more driver-centric. **Cool Fact** The 488's aerodynamic improvements reduce drag while increasing downforce by a claimed 50 percent.

Base Engine 3.9L/660-hp/561-lb-ft twin-turbo V-8
Opt Engine None

Drivetrain Mid-engine, RWD

Transmission 7-sp twin-cl auto

Basic Warranty 3 yrs/unlimited miles

Form follows function in this mesmerizing supercar.

Ferrari California T**Base Price** \$203,000* **Body Type** Convertible

UNCHANGED The California T remains the "high volume" model in the Ferrari portfolio, but it doesn't change for 2016. The twin-turbo V-8's block introduced on the California last year makes its way over to the 488, the replacement for the 458 line. As expected of a four-seat hardtop-convertible Ferrari, the California T appeals to a different buyer, but despite the approach it remains an excellent GT car. **Cool Fact** The California T has the second most torque in the Ferrari lineup—it's behind the 488 GTB by all of 4 lb-ft.

Base Engine 3.9L/553-hp/557-lb-ft twin-turbo V-8

Opt Engine None

Drivetrain Front engine, RWD

Transmission 7-sp twin-cl auto

Basic Warranty 3 yrs/unlimited miles

The convertible California T continues to create cash for the Prancing Horse.

Ferrari F12 Berlinetta**Base Price** \$327,000* **Body Type** Coupe

UNCHANGED The F12 Berlinetta will likely be remembered as the last great and unfettered naturally aspirated V-12 Ferrari. With the introduction of the 488 GTB, the latest Ferrari to receive the turbo treatment, this high-rpm V-12 continues to feel great regulatory pressure. In the F12, a 6.3-liter V-12 produces 731 hp and 509 lb-ft of torque. With stricter emissions requirements on the horizon, we hear Ferrari might add hybrid systems in order to keep the V-12 alive. **Driver's Choice** One of the last traditional naturally aspirated V-12s.

Base Engine 6.3L/731-hp/509-lb-ft V-12

Opt Engine None

Drivetrain Front engine, RWD

Transmission 7-sp twin-cl auto

Basic Warranty 3 yrs/unlimited miles

Leave the track to the 458 Speciale—the open road is calling the F12's name.

Ferrari FF**Base Price** \$303,000* **Body Type** Hatchback

UNCHANGED The FF, with seating for four adults and their golf bags, remains one of the most pragmatic vehicles to ever wear the Prancing Horse badge. Ferrari's complex solution to the all-wheel-drive question—using independent transmissions for the front and rear axles—remains innovative even a few years later. The rumored FF Coupe would fit well alongside the California T and perhaps appeal to a similar demographic. **Look For** An updated FF with more power, refined styling, and maybe even a coupe variant.

Base Engine 6.3L/652-hp/504-lb-ft V-12

Opt Engine None

Drivetrain Front engine, AWD

Transmission 7-sp twin-cl auto

Basic Warranty 3 yrs/unlimited miles

The Ferrari for people with excessive friends and gear.

Fiat 500/c/e/Abarth**Base Price** \$18,000-\$33,000* **Body Type** Hatch, convertible

MINOR The Fiat 500 range is expected to gain a revised center stack and a new navigation system featuring an improved infotainment system with a touchscreen similar to those in the larger 500X and 500L. A higher-performance Abarth and a zero-tailpipe-emissions electric version will continue to be available, and special-edition models will likely to keep the 500 range interesting until its redesign. **Look For** A new, slightly larger version of the cutesy hatchback in a few years when it gets redesigned.

Base Engine 1.4L/101-hp/97-lb-ft I-4

Opt Engine 1.4L/135-160-hp/150-183-lb-ft

Drivetrain Front engine, FWD

Transmission 5M; 6A; 1A

Basic Warranty 4 yrs/50,000 miles

Safety NHTSA: 4 Stars

IntelliChoice 5-Yr Retained Value 47%

Cute and aging gracefully.

Fiat 500L**Base Price** \$20,500-\$26,000* **Body Type** Hatchback

UNCHANGED Fiat quietly stopped offering the six-speed twin-clutch automatic in 2015, and we expect the 2016 model to continue offering the same powertrain/transmission combos. Although we wish an engine-upgrade option existed, the 500L has a roomy interior, excellent visibility, a user-friendly infotainment system, and quirky looks that give it a distinctively Italian feel. **Look For** Crossover-slaying cargo capacity when the rear seats are folded and tumbled forward, making the 500L one of the most versatile hatchbacks.

Base Engine 1.4L/160-hp/184-lb-ft turbo I-4

Opt Engine None

Drivetrain Front engine, FWD

Transmission 6M; 6A

Basic Warranty 4 yrs/50,000 miles

IntelliChoice 5-Yr Retained Value 44%

A huge cavern tucked in a small package.

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MUSCLE CAR**



EPA Econ City/Hwy: 14-21/23-32 mpg* 0-60 mph: 3.9-5.6 sec*

| Ford takes the fight to GM: Camaro Z/28, you're on notice.

Ford Mustang Base Price \$24,700-\$63,495 Body Type Coupe, convertible

MAJOR The Shelby GT350 and GT350R arrive with a unique high-revving 5.2-liter, flat-plane-crankshaft eight-cylinder. The new GT350 prioritizes handling over outright dragstrip performance and takes aim squarely at the Camaro Z/28, the 2014 Best Driver's Car. All other Mustangs see appearance-related revisions for 2016, including standard turn-signal indicators on GT hood vents, the GT's California Special package, and the Pony package (EcoBoost). **Driver's Choice** The GT350R if you like it when the road gets twisty.



EPA Econ City/Hwy: 42/37 mpg; 95/81 mpg-e 0-60 mph: 8.1-8.5 sec*

Ford C-Max/Energi

Base Price \$25,500-\$33,000* Body Type Hatchback

UNCHANGED The C-Max gets Sync 3 (standard on SEL; it adds two USB ports) and automatic engine idle shutdown. The power window switch insert and headlamp switch finishes change to satin chrome from chrome. The standard model gets an EcoSelect button that improves fuel economy by limiting climate control output, acceleration, and cruising performance. Shadow Black and Kona Blue are new exterior color options. **Driver's Choice** The C-Max instead of the Prius V if you want a more enjoyable drive while saving gas.

A solid choice with or without the plug, and it doesn't feel like a penalty box.



EPA Econ City/Hwy: 26-31/35-43 mpg 0-60 mph: 6.4-9.5 sec

Ford Fiesta

Base Price \$14,915-\$21,795 Body Type Sedan, hatchback

UNCHANGED The Fiesta gets the Sync 3 infotainment system, a standard perimeter alarm, and remote keyless entry. The ST gets new Rado Grey 17-inch wheels and optional Ebony Black wheels with red brake calipers. The Black pack, for SE hatchbacks, adds 16-inch wheels, power/heated exterior mirrors, an optional body kit, and blacked-out exterior elements. Four new colors are added: Shadow Black, Kona Blue, Electric Spice, and White Platinum. **Driver's Choice** The ST for maximum fun per dollar.

Big fun and good looks from Ford's subcompact.



EPA Econ City/Hwy: 23-30/30-42 mpg; 110/99 mpg-e 0-60 mph: 4.9-9.5 sec*

Ford Focus/Electric/RS (2017)

Base Price \$18,000-\$31,000* Body Type Sedan, hatchback

MAJOR The Ford Focus RS (pictured) will make its way across the pond, likely as a 2017 model with more than 315 hp, AWD, a drift mode, and a six-speed manual transmission. Although this is the third generation of the RS model globally, it will be the first time it's available here. The 2016 Focus line gains the latest Sync 3 infotainment system and two new colors (Shadow Black and Kona Blue). **Driver's Choice** The RS is nearly here. Learn to drive a manual if you can't, as an automatic will not be an option.

From all-electric to 315+ hp and AWD, there's a Focus for every type of enthusiast.



EPA Econ City/Hwy: 22-44/31-41 mpg; 95/81 mpg-e 0-60 mph: 6.8-9.0 sec*

Ford Fusion/Energi

Base Price \$21,802-\$34,725 Body Type Sedan

UNCHANGED The Fusion sees minor trim level changes and gets redesigned center-stack buttons and a refreshed lower instrument panel. Hybrid models obtain an EcoSelect button that trades climate control and throttle response for efficiency. New Cold Weather and S Appearance packages are added, and the SE Appearance and SE Luxury packages add 18-inch Ebony Black wheels. Shadow Black is a new exterior color option. **Look For** The Fusion to get refreshed in the next two model years.

A full range of attractive midsize options from Ford.

FERRARI | FIAT | FORD

Base Engine 3.7L/300-hp/280-lb-ft V-6
Opt Engine 2.3L/310-hp/320-lb-ft turbo I-4; 5.0L/435-hp/400-lb-ft V-8; 5.2L/526-hp/429-lb-ft V-8
Drivetrain Front engine, RWD
Transmission 6M; 6A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 59%



Base Engine 2.0L I-4 + elec, 188-195-hp
Opt Engine None
Drivetrain Front engine, FWD
Transmission CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 46%

Base Engine 1.6L/120-hp/112-lb-ft I-4
Opt Engine 1.0L/123-hp/148-lb-ft turbo I-3; 1.6L/197-hp/202-lb-ft turbo I-4
Drivetrain Front engine, FWD
Transmission 5M; 6M; 6A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 49%

Base Engine 2.0L/160-hp/146-lb-ft I-4
Opt Engine 1.0L/123-hp/123-lb-ft turbo I-3; 2.0L/252-hp/270-lb-ft turbo I-4; 143-hp/184-lb-ft electric; 2.3L/320-hp/320-lb-ft turbo I-4*
Drivetrain Front engine, FWD/AWD
Transmission 5M; 6M; 6-sp twin-cl auto; 1A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 48%

Base Engine 2.5L/175-hp/170-lb-ft I-4
Opt Engine 1.5L/181-hp/185-lb-ft turbo I-4; 2.0L/240-hp/270-lb-ft turbo I-4; 2.0L I-4 + elec, 188-195-hp
Drivetrain Front engine, FWD/AWD
Transmission 6A; CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 44%



EPA Econ City/Hwy: 17-22/25-32 mpg 0-60 mph: 5.2-7.5 sec*



MPG KING
HYBRID
FAMILY SEDAN

EPA Econ City/Hwy: 18-50/28-45 mpg 0-60 mph: 5.4-7.6 sec



CONCEPT CAR

EPA Econ City/Hwy: 24-31/32-41 mpg* 0-60 mph: 5.5-8.7 sec*



EPA Econ City/Hwy: 31-36/38-39 mpg 0-60 mph: 8.3-8.8 sec*



EPA Econ City/Hwy: 29-33/37-41 mpg 0-60 mph: 7.9-8.9 sec



EPA Econ City/Hwy: 26-27/37-38 mpg 0-60 mph: 7.8-9.0 sec

Ford Taurus

Base Price \$28,000-\$41,500* **Body Type** Sedan

UNCHANGED The Taurus gains a new exterior color: Shadow Black. While we wait another year for a new model, the Chinese-spec Taurus shows the next-gen car's styling coming in line with the Fusion, and rear-seat luxury takes a leap forward. At least for Chinese buyers, the rear seats now sport power reclining adjustment, lumbar support, a massage function, and a center console with controls for HVAC, seat adjustments, and car media. **Look For** The next-gen Taurus to have a more upscale look and lots more interior space.

The chauffeur special across the Pacific portends more luxury and technology for the big Ford.

Base Engine 3.5L/288-hp/254-lb-ft V-6
Opt Engine 2.0L/240-hp/270-lb-ft turbo I-4; 3.5L/365-hp/350-lb-ft twin-turbo V-6
Drivetrain Front engine, FWD/AWD
Transmission 6A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 44%

Honda Accord

Base Price \$23,000-\$36,000* **Body Type** Sedan, coupe

MAJOR The Accord gets refreshed with new front and rear fascias, more LED exterior lighting, and new wheel designs for all trims for 2016. (The 2015 model is pictured.) The Honda Sensing suite of active safety tech will add more features, as well. A Touring trim level has arrived for the Coupe, and more premium features will be available on both body styles. The Accord's plug-in model will be discontinued. **Cool Fact** The Accord is still the midsize sedan fuel economy champion in non-plug-in form.

One of the best mainstream examples of sport and practicality balanced properly.

Base Engine 2.4L/185-189-hp/181-182-lb-ft I-4
Opt Engine 3.5L/278-hp/251-252-lb-ft V-6; 2.0L I-4 + elec, 196 hp
Drivetrain Front engine, FWD
Transmission 6M; 6A; CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 52%

Honda Civic

Base Price \$19,000-\$30,000* **Body Type** Sedan, coupe, hatchback

ALL-NEW The 10th gen is here. Styling is a dramatic departure from the previous model, and the two-tier dashboard is gone. Power comes from a direct-injected, 2.0-liter I-4 or a turbocharged, 1.5-liter I-4 mated to a CVT or a six-speed manual. The Honda Sensing suite of active safety and driver assistance technology will also be available, likely making this the safest Civic yet. **Look For** A four-door hatch and Type-R after the sedan and coupe.

The compact segment heats up with big changes for a well-recognized nameplate.

Base Engine 2.0L/150-hp/140-lb-ft I-4*
Opt Engine 1.5L/201-hp/192-lb-ft turbo I-4*; 2.0L/306-hp/295-lb-ft turbo I-4*
Drivetrain Front engine, FWD
Transmission 6M; CVT
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 51%

Honda CR-Z

Base Price \$21,500* **Body Type** Hatchback

MINOR The Honda CR-Z gets exterior styling updates that will likely include a new grille and fascia this year. (The 2015 model is pictured.) Inside, the CR-Z now gets the latest Honda Display Audio system, hands-free keyless entry/start, LaneWatch, an electronic parking brake, a new center console, and a new armrest. The rest is the same familiar hybrid, which remains fun to drive and incredibly efficient. **Best Buy** Any CR-Z with LaneWatch, a convenient addition with the hatchback's restricted sightlines.

The sporty hybrid hatchback gets a new lease on life and more content.

Base Engine 1.5L I-4 + elec, 130 hp
Opt Engine None
Drivetrain Front engine, FWD
Transmission 6M; CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 44%

Honda Fit

Base Price \$16,500* **Body Type** Hatchback

UNCHANGED An all-new Honda Fit was introduced just last year, so the subcompact hatch doesn't receive any changes for 2016. The Fit is a surprisingly roomy and efficient compact hatchback—it can even accommodate a surfboard in one of the cargo configurations. With 39.3 inches of rear legroom and up to 52.7 cubic feet of cargo space, the Fit really does what its name suggests. **Driver's Choice** The six-speed manual is a slick-shifting unit that's more suited to sporty driving than the efficiency-focused CVT.

The back row's Magic Seat really does live up to its name.

Base Engine 1.5L/130-hp/114-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission 6M; CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 57%

Hyundai Accent

Base Price \$16,000-\$18,000* **Body Type** Sedan, hatchback

UNCHANGED After some minor styling tweaks and trim-level changes for 2015, there's not much expected for the Hyundai Accent for 2016. Still, the Accent, especially in four-door hatchback form, is a useful, value-driven subcompact thanks to its roomy interior and generous passenger and cargo space. As with all Hyundais, the Accent's value proposition is strengthened by its lengthy basic and powertrain warranties. **Look For** A new generation of Hyundai's entry-level subcompact sedan and hatch before long.

Aging but still a good choice for the budget-conscious.

Base Engine 1.6L/138-hp/123-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission 6M; 6A
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Yr Retained Value 45%

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EPA Econ City/Hwy: 19-20/28-29 mpg 0-60 mph: 6.4 sec

Hyundai Azera

Base Price \$35,000-\$39,000* **Body Type** Sedan

UNCHANGED After receiving some exterior styling tweaks, alloy wheels, and a revised interior for 2015, the Hyundai Azera is expected to remain unchanged for 2016. Slotting between the midsize Sonata and full-size Genesis, the Azera competes with large sedans such as the Toyota Avalon and Buick LaCrosse. The Azera is big on value and comes standard with features such as leather seats, navigation, and an Infinity premium audio system. **Best Buy** Base and Limited trims offer a dizzying array of standard equipment.

Base Engine 3.3L/293-hp/255-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD
Transmission 6A
Basic Warranty 5 yrs/60,000 miles
IntelliChoice 5-Yr Retained Value 42%

One of the best values among large sedans.



EPA Econ City/Hwy: 24-28/33-38 mpg 0-60 mph: 7.8-9.6 sec*

Hyundai Elantra/Elantra GT

Base Price \$18,075-\$22,525 **Body Style** Sedan, hatchback

MINOR A new Value Edition sedan comes standard with a sunroof, hands-free entry/start, and heated front seats. Leather seats and the sunroof leave the standard equipment list in the Sport trim, which starts at a lower price point. Limited sedans now come standard with hands-free keyless entry/start and dual-zone climate control. The refreshed Elantra GT hatch now offers ventilated front seats and navigation with Apple Siri integration. **Cool Fact** The Elantra GT hatchback is called the i30 in Europe.

Base Engine 1.8L/145-hp/130-lb-ft I-4
Opt Engine 2.0L/173-hp/154-lb-ft I-4
Drivetrain Front engine, FWD
Transmission 6M: 6A
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 46%

A value-driven proposition with plenty of appeal.



EPA Econ City/Hwy: 15/23 mpg 0-60 mph: 5.5 sec

Hyundai Equus

Base Price \$62,450 **Body Type** Sedan

UNCHANGED Hyundai's flagship luxury sedan gains a hands-free smart trunk that automatically opens in the range-topping Ultimate trim level. The Equus offers a 7-inch or 12.3-inch TFT cluster display, a Lexicon premium audio system, navigation with a 9.2-inch screen, heated and cooled front seats, heated rear seats, and acoustic laminated windshield and windows. **Cool Fact** Hyundai dealers can come to you when your Equus is due for service, dropping off a loaner car while your vehicle is out of action.

Base Engine 5.0L/429-hp/376-lb-ft V-8
Opt Engine None
Drivetrain Front engine, RWD
Transmission 8A
Basic Warranty 5 yrs/60,000 miles
IntelliChoice 5-Yr Retained Value 37%

The value-driven full-size luxury car.



EPA Econ City/Hwy: 15-18/23-29 mpg 0-60 mph: 5.2-6.3 sec

Hyundai Genesis

Base Price \$39,000-\$53,000* **Body Type** Sedan

UNCHANGED The Hyundai Genesis sedan was all-new for 2015, and not much is expected to change for the 2016 model year. Interior updates on the 2015 Genesis have put the car squarely in BMW 5 Series territory, though the German is quicker and more efficient. All-wheel drive is available on models with the V-6 engine. The Genesis was a finalist in 2015 *Motor Trend* Car of the Year testing. **Cool Fact** Hyundai's Fluidic Sculpture 2.0 design language first made its debut on the second-generation Genesis sedan.

Base Engine 3.8L/311-hp/293-lb-ft V-6
Opt Engine 5.0L/420-hp/383-lb-ft V-8
Drivetrain Front engine, RWD/AWD
Transmission 8A
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 44%

More convincing as a luxury sedan than ever before.



EPA Econ City/Hwy: 16/24-25 mpg* 0-60 mph: 5.0-5.4 sec*

Hyundai Genesis Coupe

Base Price \$27,000-\$35,000* **Body Type** Coupe

UNCHANGED Hyundai discontinued the turbo-four variant of the Genesis Coupe in 2015. For 2016, the Genesis Coupe is expected to remain unchanged. It's a good value that features plenty of standard equipment and a 10-year/100,000-mile powertrain warranty. Ultimate models combine the performance options from the R-Spec with convenience features such as navigation, a premium audio system, and parking sensors. **Look For** A more upscale next-generation Genesis Coupe and possibly an optional V-8.

Base Engine 3.8L/348-hp/295-lb-ft V-6
Opt Engine None
Drivetrain Front engine, RWD
Transmission 6M: 8A
Basic Warranty 5 yrs/60,000 miles
IntelliChoice 5-Yr Retained Value 49%

Cheap, value-driven speed.



EPA Econ City/Hwy: 21-40/31-44 mpg* 0-60 mph: 7.8-9.5 sec*

Hyundai Sonata/Plug-In

Base Price \$22,500-\$38,500* **Body Type** Sedan

MAJOR A year after the gas-powered Sonatas debuted, the hybrid and plug-in hybrid follow for 2016. The Sonata Hybrid offers up to 44 mpg on the highway. The new powertrain used in the hybrid models is an evolution of the previous-gen model that has been improved for better fuel economy and a more natural driving feel. The Sonata Limited offers a panoramic sunroof and cooled front seats, features not commonly available on midsize sedans. **Avoid** The 2.0-liter turbo-four because it's not significantly quicker than the 2.4-liter model.

Base Engine 2.4L/185-hp/178-lb-ft I-4
Opt Engine 1.6L/178-hp/195-lb-ft turbo I-4; 2.0L/245-hp/260-lb-ft turbo I-4; 2.0L I-4 + elec, 193-202 hp
Drivetrain Front engine, FWD
Transmission 6A; 7-sp twin-cl auto
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 45%

High-quality vanilla.



EPA Econ City/Hwy: 25-28/33-36 mpg 0-60 mph: 6.9-8.8 sec*

Hyundai Veloster

Base Price \$19,000-\$27,000* **Body Type** Hatchback

MINOR Hyundai's odd little hatchback adds a Rally Edition, and the six-speed automatic in Turbo models has been replaced by a new seven-speed dual-clutch unit. Inside, the Veloster has a revised infotainment system featuring Siri Eyes-Free and two-tone interior upholstery; the Turbo also adds seats with improved bolstering. Cars with the optional 18-inch wheels now come with wider tires. **Best Buy** The turbo models with the dual-clutch automatic have the best balance of fuel economy and power.

Base Engine 1.6L/132-hp/120-lb-ft I-4
Opt Engine 1.6L/201-hp/195-lb-ft turbo I-4
Drivetrain Front engine, FWD
Transmission 6M; 6-sp twin-cl auto; 7-sp twin-cl auto
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Yr Retained Value 45%

Getting sportier one refresh at a time.



CONCEPT CAR

EPA Econ City/Hwy: 24-26/33-38 mpg* 0-60 mph: 6.5 sec*

Infiniti Q30 (2017)

Base Price \$33,000* **Body Type** Hatchback

ALL-NEW We expect to see the Q30 hatchback alongside the taller QX30 crossover next year. Both models will be based on the same Mercedes-Benz platform we've already experienced with the attractive CLA-Class. The Q30, which should eliminate the need for Infiniti's current base model, the Q40 sedan, will likely be powered by a 2.0-liter, turbo I-4 paired with a seven-speed dual-clutch automatic, possibly with available AWD. **Cool Fact** The Q30's development was overseen by former Infiniti/Redbull F1 champ Sebastian Vettel.

Base Engine 2.0L/208-hp/258-lb-ft turbo I-4*
Opt Engine None
Drivetrain Front engine, FWD/AWD*
Transmission 7-sp twin-cl auto
Basic Warranty 4 yrs/60,000 miles

Infiniti jumps back into the entry-level luxury game with help from Mercedes.



EPA Econ City/Hwy: 19-29/27-36 mpg 0-60 mph: 5.2-5.5 sec*

Infiniti Q50

Base Price \$35,500-\$46,500* **Body Type** Sedan

MINOR The Q50 enters its third year of production without major changes. The 2.0-liter, turbo I-4 sold in Europe and China is expected to make its way into the Q50, likely as a base engine. For those who insist on more power, expect a turbocharged replacement for the VQ series of V-6 engines in the next couple model years. The Q50 is also offered in V-6 hybrid form with lots of power and good fuel economy. **Best Buy** Make the most of the non-hybrid Q50 with the dealer-installed sport exhaust option.

Base Engine 2.0L/211-hp/236-lb-ft turbo I-4*
Opt Engine 3.7L/328-hp/269-lb-ft V-6; 3.5L V-6 + elec, 360 hp
Drivetrain Front engine, RWD/AWD
Transmission 7A
Basic Warranty 4 yrs/60,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 46%

A luxury sedan? A sport sedan? The Q50 is suffering a bit of an identity crisis.



CONCEPT CAR

EPA Econ City/Hwy: 20/29 mpg* 0-60 mph: 4.8 sec*

Infiniti Q60 (2017)

Base Price \$43,000-\$63,000* **Body Type** Coupe

ALL-NEW A new two-door is on the way to replace the Q60, which was introduced for the 2008 model year as the G37. We expect the 2017 Q60 to introduce a twin-turbo, 3.0-liter V-6 good for at least 350 horsepower. The Q60 concept featured a mix of aluminum and carbon fiber, which should mean significant weight reduction on the production model. There will be no 2016 model-year Q60, but don't be surprised if a convertible model follows the coupe's debut. **Look For** The Q60 to bow in the summer of 2016.

Base Engine 3.0L/350-hp/350-lb-ft twin-turbo V-6*
Opt Engine None
Drivetrain Front engine, RWD
Transmission 7A
Basic Warranty 4 yrs/60,000 miles

The Infiniti Coupe takes a season off to bulk up and slim down.



EPA Econ City/Hwy: 16-29/23-34 mpg* 0-60 mph: 4.6-5.5 sec

Infiniti Q70/L

Base Price \$51,000-\$66,000* **Body Type** Sedan

UNCHANGED The Q70 had a big year last year, literally, with the introduction of the long wheelbase version that adds 5.9 inches to the car's wheelbase. The LWB also gained more sound deadening and active noise control, making it the quietest Q70 yet. A hybrid is available above the base V-6, but performance-oriented buyers should head straight for the 5.6-liter V-8 at the top of the Q70's range. **Cool Fact** The longer wheelbase Q70 is available with the V-6 and V-8 engines, but not the V-6 hybrid.

Base Engine 3.7L/330-hp/270-lb-ft V-6
Opt Engine 3.5L V-6 + elec, 360 hp; 5.6L/416-420-hp/414-417-lb-ft V-8
Drivetrain Front engine, RWD/AWD
Transmission 7A
Basic Warranty 4 yrs/60,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 42%

Whatever the combination, there's always an extra helping of sport.



EPA Econ City/Hwy: 15-19/23-28 mpg 0-60 mph: 3.6-5.0 sec*

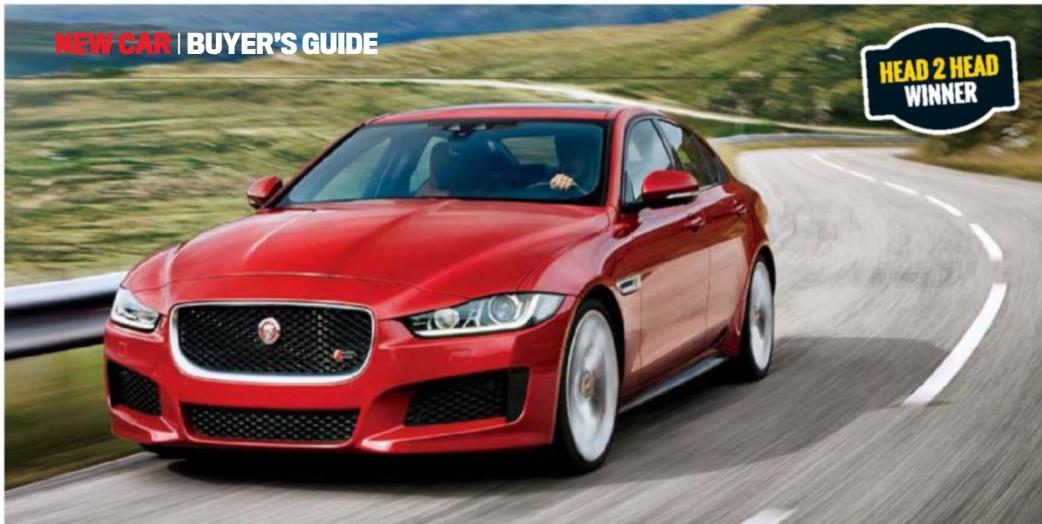
Jaguar F-Type/F-Type R

Base Price \$65,995-\$107,445 **Body Type** Coupe, convertible

MINOR The F-Type takes the fight directly to the Porsche 911 with a stylish exterior and catlike reflexes on the road. A six-speed manual is now available with the rear-drive V-6 models, and AWD is standard on the R model and optional on the S variants. Range-topping R variants provide the best performance and come with a distinctive engine roar for the driver's listening pleasure. **Cool Fact** The base 3.0-liter, supercharged V-6 is derived from the V-8 used in all of Jaguar's R and R-S models.

Base Engine 3.0L/340-hp/332-lb-ft s'chg'd V-6
Opt Engine 3.0L/380-hp/339-lb-ft s'chg'd V-6; 5.0L/550-hp/502-lb-ft s'chg'd V-8
Drivetrain Front engine, RWD/AWD
Transmission 6M; 8A
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 41%

A svelte cat with a sexy exterior and sharpened claws.

HEAD 2 HEAD
WINNER**Base Engine** 3.0L/340-hp/332-lb-ft s'chg'd V-6**Opt Engine** 2.0L/180-hp/317-lb-ft t-diesel I-4; 2.0L/240-hp/258-lb-ft turbo I-4***Drivetrain** Front engine, RWD/AWD**Transmission** 6M; 8A**Basic Warranty** 4 yrs/50,000 miles

EPA Econ City/Hwy: 18-30/25-40 mpg* 0-60 mph: 4.9-7.4 sec*

The new cat has its eyes on the prey and is ready to pounce on a certain Bavarian.

Jaguar XE (2017) Base Price \$37,000-\$50,000* Body Type Sedan

ALL-NEW A new entry into the compact luxury sport sedan mix, the XE promises plenty of driving enjoyment and has the BMW 3 Series in its sights. The car will be available with all-wheel-drive, a diesel engine, and two gas engines when it goes on sale in 2016. A new infotainment system, aluminum-intensive chassis, "Integral Link" rear suspension, and electric power steering will be introduced in the XE. **Look For** A six-speed manual and the brilliant ZF eight-speed automatic to handle the shifting duties.



EPA Econ City/Hwy: 17-18/27-28 mpg* 0-60 mph: 4.8-5.3 sec*

Jaguar XF**Base Price** \$48,500-\$58,000* **Body Type** Sedan

ALL-NEW Weighing 132 to 265 pounds less than its predecessor, the new XF is a promising midsize luxury sports sedan. Featuring independent suspension in all four corners and configurable drive modes, the driver can alter the car's driving dynamics by tailoring the throttle mapping, steering feel, and transmission shift points. The familiar supercharged, 3.0-liter six-cylinder will come in two flavors at launch. **Look For** A new infotainment system with a 10.2-inch touchscreen and InControl Apps functionality.

Familiar face, all-new underneath.

Base Engine 3.0L/340-hp/332-lb-ft s'chg'd V-6**Opt Engine** 3.0L/380-hp/332-lb-ft s'chg'd V-6**Drivetrain** Front engine, RWD/AWD**Transmission** 8A**Basic Warranty** 4 yrs/50,000 miles**IntelliChoice 5-Yr Retained Value** 38%

EPA Econ City/Hwy: 15-18/23-27 mpg* 0-60 mph: 3.7-6.1 sec*

Jaguar XJ/XJR**Base Price** \$76,000-\$120,000* **Body Type** Sedan

MINOR The 2016 XJ gets exterior and interior styling tweaks to keep it competitive. A new infotainment system featuring Jaguar Land Rover's InControl Touch system on an 8-inch capacitive touchscreen is one of the key changes in the XJ's multimedia interface and has an optional Wi-Fi hotspot. Powertrain choices will remain the same, with either a supercharged V-6 or V-8 paired to an eight-speed automatic. **Driver's Choice** The 550-horsepower XJR is a bargain full-size performance luxury sedan with reflexes that belie its size.

Proof that size and agility aren't mutually exclusive.

Base Engine 3.0L/340-hp/332-lb-ft s'chg'd V-6**Opt Engine** 5.0L/470-550-hp/424-502-lb-ft s'chg'd V-8**Drivetrain** Front engine, RWD/AWD**Transmission** 8A**Basic Warranty** 4 yrs/50,000 miles**IntelliChoice 5-Yr Retained Value** 37%

EPA Econ City/Hwy: 19/28 mpg 0-60 mph: 6.2 sec

Kia Cadenza**Base Price** \$36,000* **Body Type** Sedan

UNCHANGED One of the most upscale front-drive large sedans also happens to be one of the best values in its segment; the Cadenza offers a long list of standard features and a comfortable, well-built cabin. Nappa leather upholstery and a panoramic sunroof are available in the Limited trim, and navigation with an 8-inch touchscreen, a 550-watt Infinity audio system, and a rearview camera are standard in the base Premium model. **Cool Fact** The Cadenza's V-6 engine is shared with the Sorento crossover and Sedona minivan.

Luxury and value in a single package.

Base Engine 3.3L/293-hp/255-lb-ft V-6**Opt Engine** None**Drivetrain** Front engine, FWD**Transmission** 6A**Basic Warranty** 5 yrs/60,000 miles**IntelliChoice 5-Yr Retained Value** 42%

EPA Econ City/Hwy: 21-26/29-39 mpg 0-60 mph: 6.7-9.2 sec*

Kia Forte/Forte5/Koup**Base Price** \$17,000-\$22,000* **Body Type** Sedan, coupe, hatch

UNCHANGED The Kia Forte continues to offer great value in most of its available variants. Aimed directly at the Honda Civic, the Forte comes with an array of standard and available features that includes navigation and a cooled driver's seat. Those looking for a Civic Si alternative should consider the turbocharged Forte Koup SX, which comes with a sport-tuned suspension as standard. **Look For** A face-lifted model in the near future and possibly a seven-speed twin-clutch automatic replacing the current six-speed automatic.

Value and features galore.

Base Engine 1.8L/145-hp/130-lb-ft I-4**Opt Engine** 2.0L/173-hp/154-lb-ft I-4; 1.6L/201-hp/195-lb-ft turbo I-4**Drivetrain** Front engine, FWD**Transmission** 6M; 6A**Basic Warranty** 5 yrs/60,000 miles**Safety** NHTSA: 5 Stars**IntelliChoice 5-Yr Retained Value** 46%



EPA Econ City/Hwy: 15/23 mpg 0-60 mph: 5.5 sec

Kia K900**Base Price** \$56,000* **Body Type** Sedan

UNCHANGED A new selection of leather upholstery options was added midway through the 2015 model year, as was a new sub-\$60,000 model. Significant changes aren't expected for the K900, which offers good value against established German and Japanese competitors when features and interior space are more important than fuel economy or performance. An entry-level V-6 model could arrive in a couple model years. **Avoid** Taking corners too enthusiastically; the K900 is more cruiser than canyon carver.

Base Engine 5.0L/420-hp/376-lb-ft V-8
Opt Engine None
Drivetrain Front engine, RWD
Transmission 8A
Basic Warranty 5 yrs/60,000 miles
IntelliChoice 5-Yr Retained Value 39%

More Town Car than S-Class.



EPA Econ City/Hwy: 21-28/31-38 mpg* 0-60 mph: 7.8-8.4 sec*

Kia Optima**Base Price** \$23,000-\$37,000* **Body Type** Sedan

ALL-NEW The 2016 Optima is refined and more upscale, featuring quilted leather in higher trim levels and a new infotainment system with Android Auto and Apple CarPlay integration. An entire slew of safety aids includes adaptive cruise control, autonomous emergency braking, blind-spot warning, and a 360-degree camera system. Kia says that the new Optima, with lower noise, vibration, and harshness levels and a stiffer chassis, is quieter and better to drive. **Look For** A new Optima hybrid to arrive in the next year.

Base Engine 2.4L/185-hp/178-lb-ft I-4
Opt Engine 1.6L/178-hp/195-lb-ft turbo I-4; 2.0L/247-hp/260-lb-ft turbo I-4
Drivetrain Front engine, FWD
Transmission 6A; 7-sp twin-cl auto
Basic Warranty 5 yrs/60,000 miles
IntelliChoice 5-Yr Retained Value 45%

More sophisticated and still as good-looking as the previous generation.



EPA Econ City/Hwy: 27-28/37-38 mpg 0-60 mph: 7.9-8.9 sec

Kia Rio/Rio 5-Door**Base Price** \$15,000-\$19,500* **Body Type** Sedan, hatchback

MINOR A lightly refreshed exterior featuring updated front and rear fascias and a revised grille makes up the most notable change to the Rio lineup. Interior enhancements include black cloth and gray leatherette two-tone interior upholsteries in EX models with the Designer package. Noise, vibration, and harshness has also been reduced through the addition of more high-density foam in the car's A- and B-pillars. **Best Buy** The hatchback is the most practical and has 49.8 cubic feet of space with the rear seats folded down.

Base Engine 1.6L/138-hp/123-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission 6M; 6A
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Yr Retained Value 46%

Still the same bubbly econobox that gets commuters from A to B.



EPA Econ City/Hwy: 24/30-31 mpg; 120/92 mpg-e 0-60 mph: 8.3-10.0 sec*

Kia Soul/Soul EV**Base Price** \$17,000-\$36,500* **Body Type** Hatchback

UNCHANGED Kia's quirky hamster-mobile is expected to remain unchanged with the same funky exterior and a generous array of standard and optional equipment. The range-topping Exclaim trim is available with features such as heated and ventilated front seats, heated rear seats, navigation with an 8-inch touchscreen, HID headlights, an Infinity premium audio system, and a panoramic sunroof. **Avoid** The base 1.6-liter I-4 because stepping up to the more powerful 164-hp, 2.0-liter I-4 doesn't come at the cost of fuel economy.

Base Engine 1.6L/130-hp/118-lb-ft I-4
Opt Engine 2.0L/164-hp/151-lb-ft I-4; 109-hp/210-lb-ft electric
Drivetrain Front engine, FWD
Transmission 6M; 6A; 1A
Basic Warranty 5 yrs/60,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 48%

The most fun-loving box on wheels ever. Rodents not included.



EPA Econ City/Hwy: 10-11/17-18 mpg 0-60 mph: 2.8 sec

Lamborghini Aventador**Base Price** \$400,995-\$493,095 **Body Type** Coupe, convertible

MAJOR The LP 750-4 Superveloce debuts with more power (49 additional horses), 110 pounds less weight, and even more cachet and carbon fiber than the regular Aventador. This is the quintessential raging bull supercar: fast, loud, boldly styled, and powered by a paddle-shifted V-12 that sits behind the driver and lucky passenger. **Cool Fact** In the spirit of reducing weight, the Superveloce's floor mats are just aluminum plates covered with grip tape. The SV brings the power of the exclusive Veneno to the "masses."

Base Engine 6.5L/691-hp/509-lb-ft V-12*
Opt Engine 6.5L/740-hp/509-lb-ft V-12*
Drivetrain Mid-engine, AWD
Transmission 7-sp auto-cl manual
Basic Warranty 3 yrs/unlimited miles

The Aventador SV widens the gap between the exuberant Huracán and Sant'Agata's best.



EPA Econ City/Hwy: 14/20 mpg 0-60 mph: 2.8-3.0 sec*

Lamborghini Huracán**Base Price** \$243,000* **Body Type** Coupe

UNCHANGED As the saying goes, "If it ain't broken..." For 2016 the Huracán remains unchanged. The Huracán LP 620-2 Super Trofeo is a racing Huracán that gets a modest power bump (up 10 hp), more aggressive aerodynamics, an extreme weight reduction (down 335 pounds), and a conversion from AWD to RWD. The race car debuted in the one-make 2015 Lamborghini Blancpain Super Trofeo series in North America, Europe, and Asia. **Look For** The Ad Personam program to make your Huracán truly one of a kind.

Base Engine 5.2L/602-hp/413-lb-ft V-10
Opt Engine None
Drivetrain Mid-engine, AWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 yrs/unlimited miles

The everyday supercar spent a month camping and grocery shopping with us.



EPA Econ City/Hwy: 43/40 mpg 0-60 mph: 10.1 sec

**MPG KING
HYBRID ENTRY
LUXURY CAR**



EPA Econ City/Hwy: 21-40/31-39 mpg* 0-60 mph: 6.0-7.6 sec

**MPG KING
HYBRID
LUXURY CAR**



EPA Econ City/Hwy: 16-29/25-34 mpg* 0-60 mph: 4.3-6.0 sec*



EPA Econ City/Hwy: 19-22/26-30 mpg* 0-60 mph: 5.3-7.0 sec*



EPA Econ City/Hwy: 16-19/23-24 mpg 0-60 mph: 5.6-5.9 sec



EPA Econ City/Hwy: 16-22/25-30 mpg* 0-60 mph: 4.3-6.2 sec*

Lexus CT

Base Price \$33,500* Body Type Hatchback

UNCHANGED The entry-level hybrid hatchback from Lexus gets a new chrome grille surround and a few option changes. The previously standard moonroof is now optional, and the available Lexus Enform infotainment system gets a connectivity upgrade. Via an iOS or Android smartphone, owners can now lock/unlock the doors, start/stop the engine, and adjust the HVAC system. **Look For** Another entry-level luxury four-door if you value quick acceleration more than the CT 200h's 43/40 mpg city/highway.

Proof that you can look good while sipping fuel.

Lexus ES

Base Price \$39,000-\$42,000* Body Type Sedan

MAJOR The refreshed Lexus ES gets new LED headlights, a semi-integrated dual exhaust (ES 350), a new taillight design, and a new spindle grille. Inside, you'll find a new steering wheel, a 4.2-inch multi-information display, the latest Enform infotainment system, and a host of material/color revisions. A panoramic roof is now available with all packages. A V-6 and I-4 hybrid continue on as powertrain options. **Cool Fact** With 40 inches of rear-seat legroom, the ES is roomier than the short-wheelbase LS.

One of the roomiest midsize sedans in the segment.

Lexus GS/GS F

Base Price \$50,000-\$75,000* Body Type Sedan

MAJOR The GS F makes its debut with the same 467-hp V-8 that's in the RC F. The second F model currently offered gets aggressive styling and a host of advanced technology, but it eschews adaptive suspension and variable-ratio steering for a more old-school approach. Elsewhere in the GS lineup, the V-6 is offered with RWD and AWD, and a more expensive RWD GS 450h hybrid offers decent performance and good fuel economy. **Driver's Choice** GS F for a luxury sport sedan with a snarling RC F heart.

Lexus injects even more sport into its lineup.

Lexus IS

Base Price \$37,500-\$45,000* Body Type Sedan

MINOR We expect the IS to debut later this year with the latest Enform infotainment system. Say goodbye to the base model's 2.5-liter V-6, which is likely to make way for the turbocharged, 2.0-liter I-4 with 235 hp and 258 lb-ft of torque that was introduced on the NX 200t last year. Better fuel economy and more power on a popular model is a win-win for Lexus. The IS C convertible has been discontinued. **Driver's Choice** An IS 200t F Sport would be a lighter and better-balanced car than the IS 350 F Sport we enjoyed.

Powertrain updates will match the IS' performance with its aggressive and sporty styling.

Lexus LS

Base Price \$74,000-\$121,500* Body Type Sedan

UNCHANGED The Lexus LS gains the latest Enform infotainment system, optional run-flat summer tires, and additional body adhesive for enhanced body rigidity. Owners can now do more with their iOS and Android smartphones, such as lock/unlock the LS and adjust the HVAC settings. Atomic Silver is a new exterior color option, and Eminent White Pearl replaces Starfire Pearl. **Cool Fact** The Shimamoku Espresso steering wheel takes a craftsman 38 days and 67 different steps to make.

Still competent but in need of a full update to match the German competition.

Lexus RC/RC F

Base Price \$42,000-\$64,000* Body Type Coupe

MINOR After its 2015 debut, we expect minor changes for the RC and RC F in 2016. The most anticipated change is the addition of the 2.0-liter, turbo I-4 from the NX 200t to power a base model. Otherwise, it's business as usual, with orange brake calipers, a limited-slip differential available on RC 350 F Sport models, and the latest Enform infotainment system. Eminent White Pearl replaces Starfire Pearl as an exterior color option. **Look For** A replacement for the aging 3.5-liter V-6 to make its debut before long.

Analog coupe ingredients melded with new-school luxury.

Base Engine 1.8L I-4 + elec, 134 hp

Opt Engine None

Drivetrain Front engine, FWD

Transmission CVT

Basic Warranty 4 yrs/50,000 miles

Safety IIHS: TSP+

IntelliChoice 5-Yr Retained Value 49%

Base Engine 3.5L/268-hp/248-lb-ft V-6

Opt Engine 2.5L I-4 + elec, 200 hp

Drivetrain Front engine, FWD

Transmission 6A; CVT

Basic Warranty 4 yrs/50,000 miles

Safety NHTSA: 5 stars

IntelliChoice 5-Yr Retained Value 49%

Base Engine 3.5L/306-hp/277-lb-ft V-6

Opt Engine 3.5L V-6 + elec, 338 hp;

5.0L/467-hp/389-lb-ft V-8

Drivetrain Front engine, RWD/AWD

Transmission 6A; 8A; CVT

Basic Warranty 4 yrs/50,000 miles

IntelliChoice 5-Yr Retained Value 44%

Base Engine 2.0/235-hp/258-lb-ft turbo I-4*

Opt Engine 3.5L/306-hp/277-lb-ft V-6

Drivetrain Front engine, RWD/AWD

Transmission 6A; 8A

Basic Warranty 4 yrs/50,000 miles

Safety NHTSA: 5 stars

IntelliChoice 5-Yr Retained Value 53%

Base Engine 2.0/235-hp/258-lb-ft turbo I-4*

Opt Engine 3.5L/306-hp/277-lb-ft V-6

Drivetrain Front engine, RWD/AWD

Transmission 8A; CVT

Basic Warranty 4 yrs/50,000 miles

IntelliChoice 5-Yr Retained Value 44%

Base Engine 4.6L/360-386-hp/347-367-lb-ft V-8

Opt Engine 5.0L V-8 + elec, 438 hp

Drivetrain Front engine, RWD/AWD

Transmission 8A; CVT

Basic Warranty 4 yrs/50,000 miles

IntelliChoice 5-Yr Retained Value 53%

Base Engine 2.0L/235-hp/258-lb-ft turbo I-4*

Opt Engine 3.5L/306-hp/277-lb-ft V-6;

5.0L/467-hp/389-lb-ft V-8

Drivetrain Front engine, RWD/AWD

Transmission 8A

Basic Warranty 4 yrs/50,000 miles

Safety IIHS: TSP+

IntelliChoice 5-Yr Retained Value 51%



EPA Econ City/Hwy: 17-19/25-28 mpg 0-60 mph: 5.2-7.0 sec

Lincoln MKS

Base Price \$40,000-\$46,500* **Body Type** Sedan

UNCHANGED Although all of the excitement over at Lincoln has been surrounding the return of the Continental nameplate, expect the MKS to stick around until a production version of the stunning concept arrives. The MKS is powered by a 3.7-liter, 304-hp V-6 with FWD and AWD. We'd recommend the 365-hp, 3.5-liter, twin-turbo V-6 that's paired with AWD and comes without a significant mpg penalty relative to the 3.7-liter with AWD. **Avoid** Buying the MKS when the new Continental is just around the corner.

Base Engine 3.7L/304-hp/279-lb-ft V-6
Opt Engine 3.5L/365-hp/350-lb-ft twin-turbo V-6
Drivetrain Front engine, FWD/AWD
Transmission 6A
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 37%

The upcoming Continental promises to revitalize the top end of Lincoln's lineup.



MPG KING
HYBRID
LUXURY CAR

EPA Econ City/Hwy: 17-41/24-39 mpg 0-60 mph: 6.5-8.8 sec

Lincoln MKZ

Base Price \$36,085-\$37,975 **Body Type** Sedan

UNCHANGED The striking Fusion-based MKZ will remain essentially the same for 2016. The retractable panoramic roof is still gloriously excessive and adds the sense of occasion you want from a luxury car, though the MKZ is slower than competitive models from the Lexus ES line. Expect a revised MKZ with styling in line with the Continental concept to debut in a couple years. **Cool Fact** If your MKZ feels too much like a Fusion inside, the Black Label program (concierge service, complimentary car washes) can help with that.

Base Engine 2.0L/240-hp/270-lb-ft turbo I-4
Opt Engine 2.0L I-4 + elec, 188 hp; 3.7L/300-hp/277-lb-ft V-6
Drivetrain Front engine, FWD/AWD
Transmission 6A; CVT
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 35%

A stylish alternative to the Lexus ES.



EPA Econ City/Hwy: 16-17/24 mpg 0-60 mph: 4.6-5.5 sec*

Maserati Ghibli

Base Price \$71,000-80,000* **Body Type** Sedan

MINOR The Ghibli S, a second rear-drive variant featuring the same engine and transmission as the Ghibli S Q4, has been added to the lineup for 2016. Blind-spot warning, a hands-free trunk closer, and a 900-watt Harman Kardon premium audio system are new options. Customization options include contrast stitching with the Maserati trident logo on the headrests and an array of interior accents including wood and carbon fiber. **Cool Fact** The Ghibli's twin-turbo V-6 is shared with the Quattroporte full-size sedan.

Base Engine 3.0L/345-hp/369-lb-ft twin-turbo V-6
Opt Engine 3.0L/404-hp/406-lb-ft twin-turbo V-6
Drivetrain Front engine, RWD/AWD
Transmission 8A
Basic Warranty 4 yrs/50,000 miles

The Italian alternative to German midsize luxury sedans.



EPA Econ City/Hwy: 13/20-21 mpg 0-60 mph: 4.3-5.1 sec*

Maserati GranTurismo/Convertible

Base Price \$137,000-165,000* **Body Type** Coupe, convertible

UNCHANGED Maserati's four-seat grand tourer isn't expected to get any updates. The sweet-sounding 444-454-hp, 4.7-liter V-8 remains the only engine available and is paired exclusively to a six-speed automatic. There's also an extensive list of personalization options, enabling buyers to customize the car to their liking. **Cool Fact** A special edition model announced in July 2014, called the Centennial Edition, includes unique exterior/interior color combinations, alloy wheels, and carbon-fiber accents.

Base Engine 4.7L/444-454-hp/376-384-lb-ft V-8
Opt Engine None
Drivetrain Front engine, RWD
Transmission 6A
Basic Warranty 4 yrs/50,000 miles

Classic Italian design and aural drama at its best.



EPA Econ City/Hwy: 15-16/22-23 mpg 0-60 mph: 4.5-4.7 sec*

Maserati Quattroporte

Base Price \$105,000-145,000* **Body Type** Sedan

UNCHANGED A limited Ermanno Zegna Edition was released for 2015 with a production run of 100 cars. Based on the range-topping Quattroporte GTS, the Zegna Edition adds a healthy dose of luxury, featuring silk and leather upholstery in brown and beige and real wood accents. A 19-piece accessory set comes with the purchase of a Quattroporte Zegna Edition. **Cool Fact** The Quattroporte's V-6 is assembled by Ferrari in Maranello, Italy, with blocks cast in Indiana and then machined in Michigan before finished across the Atlantic.

Base Engine 3.0L/404-hp/406-lb-ft twin-turbo V-6
Opt Engine 3.8L/523-hp/524-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD/AWD
Transmission 8A
Basic Warranty 4 yrs/50,000 miles

Full-size luxury motoring done the Italian way.



EPA Econ City/Hwy: 25-30/35-41 mpg 0-60 mph: 7.3-8.2 sec

Mazda3

Base Price \$18,000-\$27,000* **Body Type** Sedan, hatchback

UNCHANGED Essentially a carryover from the previous model year for 2016, the Mazda3 continues to be one of the best driver's cars of the compact segment. The Mazda3 features a stylish exterior design, engaging driving dynamics, and top-of-the-class fuel efficiency. Higher trims punch above their weight with lots of upscale features, but both body styles have a slightly cramped rear seat. **Driver's Choice** Mazdas with the 2.5-liter I-4 provide the best performance and handling without sacrificing fuel economy.

Base Engine 2.0L/155-hp/150-lb-ft I-4
Opt Engine 2.5L/184-hp/185-lb-ft I-4
Drivetrain Front engine, FWD
Transmission 6M; 6A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 49%

Jack of all trades and master of nearly all of them.

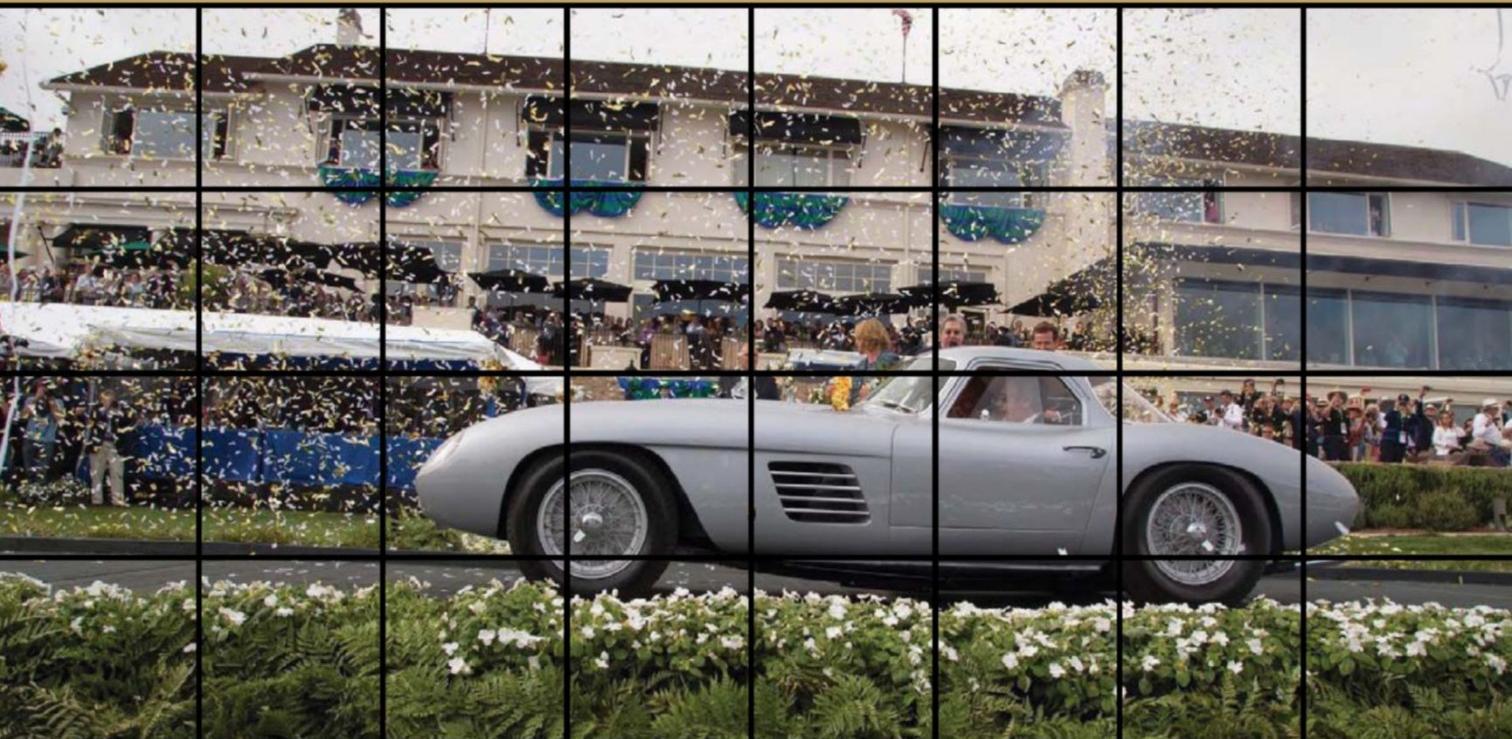


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COMPARISON
WINNERMPG KING
SPORTS CAR

Base Engine 2.0L/155-hp/148-lb-ft I-4
Opt Engine None
Drivetrain Front engine, RWD
Transmission 6M; 6A
Basic Warranty 3 yrs/36,000 miles
IntelliChoice 5-Yr Retained Value 49%



EPA Econ City/Hwy: 27/34-36 mpg 0-60 mph: 5.8 sec

Mazda's *jinba ittai* (horse and rider as one) philosophy in its purest form.**Mazda MX-5 Miata** Base Price \$25,735-\$31,185 Body Type Convertible

ALL-NEW Now featuring the full suite of Skyactiv technologies, the redesigned Mazda MX-5 Miata is more efficient and fun to drive. Handling remains its forte thanks to a well-tuned chassis and responsive steering. New tech features such as the MazdaConnect infotainment and blind-spot warning systems are now available. A hard-top variant hasn't yet been announced. **Cool Fact** At less than 2,500 pounds, the new MX-5 is one of the lightest vehicles sold in the U.S.



EPA Econ City/Hwy: 25-28/37-40 mpg 0-60 mph: 7.3-8.0 sec

Mazda6

Base Price \$22,315-\$31,015 Body Type Sedan

MAJOR The MazdaConnect infotainment system finally arrives on the new '16 along with some minor exterior tweaks. The interior has been thoroughly revamped and now features a clean, upscale look with a new infotainment screen and dash. The head-up display that first debuted in the 2014 Mazda3 is now available in the '16, and a six-speed manual remains an option in the Sport and Touring trims.

Driver's Choice Among midsized sedans, the Mazda6 is one of the most fuel-efficient and engaging to drive.

Base Engine 2.5L/184-hp/185-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission 6M; 6A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 48%

Still waiting for that diesel engine.



EPA Econ City/Hwy: 16/22 mpg* 0-60 mph: 3.1 sec*

McLaren 570S

Base Price \$188,000* Body Type Coupe

ALL-NEW The 570S will undercut the 650S by nearly \$100,000, but with 562 hp and a manufacturer-estimated 0-124 mph time of 9.5 seconds, it sure won't feel like an entry-level model. The 570S makes do without the active aero bits and pricey tech of the 650S and was developed with an eye toward ergonomic practicality. A less powerful 540C model isn't coming to the U.S. because of high demand for the 570S model. **Cool Fact** The 570S has a carbon-fiber tub with narrow sills to ease ingress and egress.

Base Engine 3.8L/562-hp/443-lb-ft twin-turbo V-8
Opt Engine None
Drivetrain Mid-engine, RWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 yrs/unlimited miles

The everyday McLaren.



EPA Econ City/Hwy: 16/22 mpg 0-60 mph: 2.8-3.0 sec

McLaren 650S/675LT

Base Price \$288,000-\$353,200* Body Type Coupe, convertible

MAJOR The new 675LT has 25 more horsepower, 40 percent more downforce, and about 220 fewer pounds than the 650S. The 650S now standardizes a number of carbon-fiber accents that were extra last year: splitter, rear bumper, side skirts, side intakes, mirror casings, and interior trim pieces. With the new 570S joining the lineup, the more powerful 650S/675LT are distinguished by active aerodynamic elements and variable suspension tuning. **Driver's Choice** Definitely the 675LT for track-day aficionados.

Base Engine 3.8L/641-hp/500-lb-ft twin-turbo V-8
Opt Engine 3.8L/666-hp/516-lb-ft twin-turbo V-8
Drivetrain Mid-engine, RWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 yrs/unlimited miles

The technological tour de force in the McLaren stable.

COMPARISON
WINNER

EPA Econ City/Hwy: 16/22 mpg* 0-60 mph: 3.5-3.7 sec*

Mercedes-AMG GT/GT S

Base Price \$122,825-\$130,825 Body Type Coupe

ALL-NEW Despite the GT in its name, AMG's newest creation is a visceral sports car, not a cushy grand tourer. Armed with a hand-built 4.0-liter, twin-turbo V-8 and a seven-speed twin-clutch automatic transmission, the AMG GT is ready to do battle with the Porsche 911, Jaguar F-Type, and Nissan GT-R. The 456-hp base GT will arrive in spring 2016; the 503-hp GT S went on sale earlier this year. **Cool Fact** The AMG GT is built on a shortened version of the aluminum-intensive architecture used in the SLS AMG.

Base Engine 4.0L/456-hp/443-lb-ft twin-turbo V-8
Opt Engine 4.0L/503-hp/479-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD
Transmission 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles

The SLS AMG's son has a sledgehammer in one hand and the Porsche 911 in its sights.



EPA Econ City/Hwy: 85/82 mpg-e 0-60 mph: 6.5 sec

Mercedes-Benz B-Class Electric Drive

Base Price \$42,500* **Body Type** Hatchback

MINOR The zero-emission B-Class Electric Drive, also known as the B250e, might sport a slightly improved version of the 28-kW-hr battery that on the 2015 model sends electrons to a 177-hp electric motor driving the front wheels. Despite lacking a DC charger, the B-Class can add 60 miles of range in just two hours at typical public charging stations. **Cool Fact** The B-Class has a radar-based regenerative braking system that senses slowing traffic and regenerates more aggressively while slowing the car down.

Base Motor 177-hp/251-lb-ft electric*
Opt Motor None
Drivetrain Front motor, FWD
Transmission 1A
Basic Warranty 4 yrs/50,000 miles



EPA Econ City/Hwy: 18-27/25-38 mpg*; Not Yet Rated (C350e) 0-60 mph: 4.0-7.5 sec* | S-Class style and AMG torque take the fight to BMW.

Mercedes-Benz C-Class/C350 Plug-In/C63 S

Base Price \$39,500*-\$73,625 **Body Type** Sedan

MAJOR The C450 AMG 4Matic replaces the C400 4Matic model for 2016 after last year's introduction of the AMG C63 and C63 S sedans. A C350 Plug-In with a 208-hp turbo-four mated to an 80-hp electric motor and an estimated 20-mile EV-only range is also new this year. Arriving early in 2016, a C300d 4Matic model will combine a turbodiesel-four with all-wheel drive. **Look For** The C-Class Coupe to debut with styling cues from the magnificent S-Class Coupe.

Base Engine 2.0L/241-hp/273-lb-ft turbo I-4
Opt Engine 2.1L/195-hp/369-lb-ft t-diesel I-4*; 3.0L/362-hp/384-lb-ft twin-turbo V-6; 2.0L turbo I-4 + elec, 275 hp; 4.0L 469-503-hp/479-516-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD/AWD
Transmission 7A; 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 48%



EPA Econ City/Hwy: 23-26/31-38 mpg 0-60 mph: 4.2-6.3 sec

Mercedes-Benz CLA-Class/CLA45 AMG

Base Price \$32,500-\$50,000* **Body Type** Sedan

MINOR The CLA-Class enters its third year of production with a 750-unit "Edition: Orange" model for front- and all-wheel-drive CLA250s. A selective damping system and a Night package are new options, and the available ambient lighting now comes with what Mercedes calls a "welcome light show." Those who stick with the MB Tex upholstery in black and gray will now find a new contrast stitching color. **Avoid** Expecting to leave the dealership without at least a few thousand dollars' worth of options.

Base Engine 2.0L/208-hp/258-lb-ft turbo I-4
Opt Engine 2.0L/355-hp/332-lb-ft turbo I-4
Drivetrain Front engine, FWD/AWD
Transmission 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 52%



EPA Econ City/Hwy: 16-20/22-30 mpg 0-60 mph: 3.4-5.4 sec*

Mercedes-Benz CLS-Class/CLS63 S

Base Price \$67,825-\$108,725 **Body Type** Sedan

MINOR The all-wheel-drive CLS550 4Matic now gets a nine-speed automatic like the rear-drive CLS550 model. The CLS400 was introduced last year, providing better fuel efficiency yet still possessing more than enough power—329 hp from a twin-turbo, 3.0-liter V-6—for most drivers. New safety tech added last year also makes the CLS an excellent daily driver, as it can now nearly drive itself down the freeway in stop-and-go traffic. **Driver's Choice** The CLS63 S if you want to scare your three passengers.

Base Engine 3.0L/329-hp/354-lb-ft twin-turbo V-6
Opt Engine 4.7L/402-hp/443-lb-ft twin-turbo V-8; 5.5L/577-hp/590-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD/AWD
Transmission 7A; 9A
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 40%



EPA Econ City/Hwy: 17-20/26-29 mpg 0-60 mph: 4.4-6.5 sec*

Mercedes-Benz E-Class Coupe/Cabriolet

Base Price \$55,125-\$69,625 **Body Type** Coupe, convertible

UNCHANGED The two-door E-Class line was simplified for 2015, resulting in just two engine choices: twin-turbo V-6 or V-8. Although the AMG touch is conspicuous in its absence on the two-door E-Class, it's fitting that the model skips the sedan's base gas-powered, 3.5-liter V-6. The convertible's top still goes down in just 20 seconds, and the Airscarf neck-level heater will make top-down motoring comfortable no matter the season. **Cool Fact** The E-Class Cabriolet is currently the only Benz convertible with a soft top.

Base Engine 3.0L/329-hp/354-lb-ft twin-turbo V-6
Opt Engine 4.7L/402-hp/443-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD/AWD
Transmission 7A
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 41%



EPA Econ City/Hwy: 15-28/21-42 mpg 0-60 mph: 3.4-7.5 sec

Mercedes-Benz E-Class Sedan/Wagon

Base Price \$53,575-\$105,225 **Body Type** Sedan, wagon

UNCHANGED Surprise, surprise: E63 drivers tend to go for the more powerful S model; the non-S trim has been discontinued. If you couldn't care less about 0-60 mph times, the E250 BlueTec is efficient and luxurious. Although the AMG E63 S is an autobahn burner, the E400 has a "just right" balance of power, luxury, and economy. And for lead-footed wagon lovers with cash to spare, Mercedes-AMG keeps the flame alive with the special-order E63 S wagon. **Look For** The next-gen E-Class to debut before long.

Base Engine 2.1L/195-hp/369-lb-ft t-diesel I-4
Opt Engine 3.5L/302-hp/273-lb-ft V-6; 3.5L V-6 + elec, 329 hp; 3.0L/329-hp/354-lb-ft twin-turbo V-6; 5.5L/577-hp/590-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD/AWD
Transmission 7A
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 4 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 41%

**COMPARISON
WINNER**

EPA Econ City/Hwy: 13-17/20-26 mpg 0-60 mph: 3.7-5.1 sec*

Mercedes-Benz S-Class Sedan/Coupe**Base Price** \$96,575-\$234,975 **Body Type** Sedan, coupe

MAJOR The new S550 plug-in hybrid, the S550e, rolls out to California and a few other states with the same price as the rear-wheel-drive S550 model. The Driver Assistance package now throws in Speed Limit Assist on the sedan and coupe. The Bentley-challenging Mercedes-Maybach S600 is new for 2016. When the S-Class is equipped with the full active safety suite, the cars can very nearly drive themselves on the highway. **Look For** Inductive charging and self-parking on future S-Class plug-in hybrids.

Base Engine 4.7L/449-hp/516-lb-ft twin-turbo V-8**Opt Engine** 5.5L/577-hp/664-lb-ft twin-turbo V-8; 3.0L twin-turbo V-6 + elec, 436 hp; 6.0L/523-hp/612-lb-ft twin-turbo V-12; 6.0L/621-hp/738-lb-ft twin-turbo V-12**Drivetrain** Front engine, RWD/AWD**Transmission** 7A**Basic Warranty** 4 yrs/50,000 miles**IntelliChoice 5-Yr Retained Value** 38%

EPA Econ City/Hwy: 14-20/21-27 mpg 0-60 mph: 3.5-5.0 sec*

Mercedes-Benz SL-Class/SL65**Base Price** \$85,975-\$218,475 **Body Type** Convertible

UNCHANGED The SL550 now makes 449 horsepower instead of last year's pathetic 429 hp, and an SL550-based Mille Miglia 417 Special Edition commemorates the original SL that placed first in the 1955 Mille Miglia race. The 417 comes with Designo Night Black Magno matte paint, red front spoiler, a red trim strip on the rear spoiler, and red brake calipers. Inside, you'll find AMG Line seats and a Nappa leather steering wheel. **Cool Fact** Magic Sky Control lets you admit some sunlight without putting the top down.

Base Engine 3.0L/329-hp/354-lb-ft twin-turbo V-6**Opt Engine** 4.7L/449-hp/516-lb-ft twin-turbo V-8; 5.5L/530-577-hp/590-664-lb-ft twin-turbo V-8; 6.0L/621-hp/738-lb-ft twin-turbo V-12**Drivetrain** Front engine, RWD**Transmission** 7A**Basic Warranty** 4 yrs/50,000 miles**IntelliChoice 5-Yr Retained Value** 41%

EPA Econ City/Hwy: 19-23/28-34 mpg* 0-60 mph: 4.2-6.0 sec*

Mercedes-Benz SLK-Class/SLK55**Base Price** \$47,925-\$73,525 **Body Type** Convertible

MINOR The SLK250 has been replaced by the more powerful SLK300 base model, which comes standard with a nine-speed automatic. All seven of you waiting for a manual-transmission Mercedes drop-top may want to consider looking for a 2015 SLK250 with a six-speed still on dealer lots. Also, a blind-spot monitoring system is now available outside the Driver Assistance package. **Look For** A redesigned model to update the styling and renew interest in the premium compact convertible segment.

Base Engine 2.0L/241-hp/273-lb-ft turbo I-4***Opt Engine** 3.5L/302-hp/273-lb-ft V-8; 5.5L/415-hp/398-lb-ft V-8**Drivetrain** Front engine, RWD**Transmission** 7A; 9A**Basic Warranty** 4 yrs/50,000 miles**IntelliChoice 5-Yr Retained Value** 43%

EPA Econ City/Hwy: 22-28/30-39 mpg* 0-60 mph: 6.9-8.9 sec*

The smallest—yet not quite forgotten—Mercedes convertible.

Mini Clubman**Base Price** \$26,000-\$30,500* **Body Type** Hatchback

ALL-NEW The Mini Clubman is bigger than ever before and now sports four real doors. A full 10.9 inches longer than the Hardtop 4-Door, the new Clubman will offer turbo I-3 and I-4 powertrains with an available eight-speed auto on the latter. The five-passenger Clubman retains split cargo "barn" doors and offers a head-up display, LED headlights, and a collision and pedestrian warning system that can apply the brakes. **Cool Fact** The Comfort Access option allows you to open the rear split doors without touching the car.

Base Engine 1.5L/134-hp/162-lb-ft turbo I-3**Opt Engine** 2.0L/189-hp/207-lb-ft turbo I-4**Drivetrain** Front engine, FWD**Transmission** 6M; 6A; 8A**Basic Warranty** 4 yrs/50,000 miles

EPA Econ City/Hwy: 23-29/31-40 mpg* 0-60 mph: 5.9-7.4 sec*

Mini Hardtop/4-Door**Base Price** \$23,000-\$32,000* **Body Type** Hatchback

UNCHANGED Mini's Sport package now includes dynamic dampers, and the automaker now pairs its auto-dimming exterior mirrors with auto-dimming interior ones. The window switches have been updated from chrome to piano black, and the Loaded package has been discontinued, leaving the Fully Loaded package. All three-cylinder variants are now categorized as a SULEV instead of last year's ULEV rating. **Avoid** Looking in these pages for Mini Coupe and Roadster listings—the small, fun-to-drive variants have been discontinued.

Base Engine 1.5L/134-hp/162-lb-ft turbo I-3**Opt Engine** 2.0L/189-228-hp/207-236-lb-ft turbo I-4;**Drivetrain** Front engine, FWD**Transmission** 6M; 6A**Basic Warranty** 4 yrs/50,000 miles**Safety** NHTSA: 4 stars**IntelliChoice 5-Yr Retained Value** 51%

Still a great, quirky, fun hatchback if you can handle the rough ride.

Mitsubishi i-MiEV**Base Price** \$23,845 **Body Type** Hatchback

MINOR The 2016 Mitsubishi i-MiEV is now available with a navigation system featuring a 7-inch touchscreen and Bluetooth. A Level 3 DC quick charger can replenish the i-MiEV's battery to 80 percent in less than 30 minutes; with a Level 2 charging system, though, it takes seven hours for the battery to reach a complete charge. On a single charge, the Mitsubishi i-MiEV can travel as far as 62 miles, and the electric motor's instant torque makes it easy to zip around town. **Cool Fact** The i-MiEV is the least expensive EV sold in the U.S.

Base Motor 66-hp/145-lb-ft electric**Opt Motor** None**Drivetrain** Rear-motor, RWD**Transmission** 1A**Basic Warranty** 3 yrs/36,000 miles**Safety** NHTSA: 4 Stars

EPA Econ City/Hwy: 126/99 mpg-e 0-60 mph: 13.4 sec

For the budget-minded EV driver.



EPA Econ City/Hwy: 18-26/25-34 mpg 0-60 mph: 5.5-8.3 sec



EPA Econ City/Hwy: 34-37/42-44 mpg 0-60 mph: 11.0-12.0 sec*



EPA Econ City/Hwy: 17-19/24-26 mpg 0-60 mph: 4.9 sec



EPA Econ City/Hwy: 22-27/32-38 mpg* 0-60 mph: 5.8-7.7 sec



EPA Econ City/Hwy: 16/22 mpg 0-60 mph: 2.7-2.9 sec



EPA Econ City/Hwy: 126/101 mpg-e 0-60 mph: 9.6 sec

Mitsubishi Lancer/Ralliart

Base Price \$18,500-\$30,000* **Body Type** Sedan

MINOR The Lancer Evolution variant has been discontinued. As Mitsubishi develops a next-generation Lancer compact sedan, expect all-wheel drive to remain standard in the SE and Ralliart variants and front-wheel drive for the base ES and GT trims. Without an Evo model, those looking for performance will likely still have the option of the Lancer Ralliart, which is equipped with a six-speed twin-clutch automatic gearbox. **Cool Fact** In the European market, Mitsubishi sold the Lancer Evolution FQ-400, a 440-hp Evolution.

The undead in automotive form.

Base Engine 2.0L/148-hp/145-lb-ft I-4*

Opt Engine 2.4L/168-hp/167-lb-ft I-4; 2.0L/237-hp/253-lb-ft turbo I-4*

Drivetrain Front engine, FWD/AWD

Transmission 5M; CVT; 6-sp twin-cl auto

Basic Warranty 3-5 yrs/36,000-60,000 miles

Safety NHTSA: 4 Stars; IIHS: TSP

IntelliChoice 5-Yr Retained Value 47%

Mitsubishi Mirage

Base Price \$14,000* **Body Type** Sedan, hatchback

MINOR No major changes are expected on the Mirage for the 2016 model year. The car continues to be one of the most fuel-efficient non-hybrid vehicles sold in the U.S.; the Mirage gets up to 44 mpg on the highway when equipped with the CVT. Although the Mirage is cheap to buy and available with features such as navigation and Bluetooth connectivity, it lacks refinement and isn't fun to drive. **Look for** The upcoming sedan, complete with bright exterior colors, to better satiate American tastes.

Efficiency comes in fun colors but is a bore behind the wheel.

Base Engine 1.2L/74-hp/74-lb-ft I-3

Opt Engine None

Drivetrain Front engine, FWD

Transmission 5M; CVT

Basic Warranty 5 yrs/60,000 miles

Safety NHTSA: 4 Stars

IntelliChoice 5-Yr Retained Value 45%

Nissan 370Z/370Z NISMO

Base Price \$30,815-\$48,925 **Body Type** Coupe, convertible

MINOR The 2016 370Z adds a new Deep Blue Pearl exterior color and a Bose audio system with active noise cancellation and active sound enhancement. Both coupe and convertible body styles continue to provide excellent performance and handling despite the car's age. Touring, Sport Tech, and NISMO Tech models include a navigation system with a 7-inch touchscreen and a rearview camera. **Driver's Choice** The 370Z NISMO adds more power, a stiffer suspension setup, a NISMO exhaust system, and Recaro seats.

Potent and powerful despite its age.

Base Engine 3.7L/332-hp/270-lb-ft V-6

Opt Engine 3.7L/350-hp/276-lb-ft V-6

Drivetrain Front engine, RWD

Transmission 6M; 7A

Basic Warranty 3 yrs/36,000 miles

IntelliChoice 5-Yr Retained Value 48%

Nissan Altima

Base Price \$23,500-\$33,500* **Body Type** Sedan

MAJOR We expect the refreshed Altima (2015 model pictured) to offer active safety technology that could help the midsize sedan upgrade its IIHS Top Safety Pick rating to TSP+, which requires a rating of Advanced or Superior for front crash prevention. To stay competitive in the fierce midsize segment, we would love to see revisions to the CVT, improved feel from the electric power steering, and an interior with touches inspired by the new-for-2015 Murano crossover. **Look For** More standard equipment to take the fight to the Camry.

A popular midsizer that appeals more to logic than emotion.

Base Engine 2.5L/179-182-hp/177-180-lb-ft I-4*

Opt Engine 3.5L/270-hp/251-lb-ft V-6*

Drivetrain Front engine, FWD

Transmission CVT

Basic Warranty 3 yrs/36,000 miles

Safety NHTSA: 5 stars; IIHS: TSP

IntelliChoice 5-Yr Retained Value 46%

Nissan GT-R/GT-R NISMO

Base Price \$103,365-\$151,585 **Body Type** Coupe

MINOR The GT-R comes with new 20-inch wheels in non-NISMO models. A 45th Anniversary Gold Edition joins the lineup and comes only in an exclusive gold exterior with a gold-tone VIN plate and a commemorative plaque on the center console. Only 30 Gold Edition GT-Rs will be coming to the U.S. The range-topping 600-hp NISMO model continues unchanged in its second year. **Driver's Choice** The GT-R NISMO remains the highest-performing member of the GT-R lineup and is a potent challenger to much more expensive supercars.

Despite its age, Godzilla continues its rampage.

Base Engine 3.8L/545-hp/463-lb-ft twin-turbo V-6

Opt Engine 3.8L/600-hp/481-lb-ft twin-turbo V-6

Drivetrain Front engine, AWD

Transmission 6-sp twin-cl auto

Basic Warranty 3 yrs/36,000 miles

IntelliChoice 5-Yr Retained Value 51%

Nissan Leaf

Base Price \$30,000-\$36,000* **Body Type** Hatchback

UNCHANGED With a new Leaf coming in the next few years, the 2016 model will have to bridge the gap while remaining competitive. We expect Nissan to take advantage of advances in battery technology to increase the range while also leaving room for the next Leaf to improve. With a greater range—or perhaps multiple available battery sizes like in the Tesla Model S—the Leaf should continue its reign as the best-selling mainstream EV. **Look For** The next-generation Leaf to arrive in 2017 or 2018.

A solid package if you don't mind the styling and don't have \$80,000 for an EV.

Base Motor 107-hp/187-lb-ft electric

Opt Motor None

Drivetrain Front motor, FWD

Transmission 1A

Basic Warranty 3 yrs/36,000 miles

Safety NHTSA: 4 stars

IntelliChoice 5-Yr Retained Value 28%



EPA Econ City/Hwy: 22/30 mpg 0-60 mph: 5.8 sec

Aggressively styled to prevent it from blending in with boring cars.

Base Engine 3.5L/300-hp/261-lb-ft V-6
Opt Engine None
Drivetrain Front engine, FWD
Transmission CVT
Basic Warranty 3 yrs/36,000 miles

**Nissan Maxima** Base Price \$33,235-\$40,685 **Body Type** Sedan

ALL-NEW The Nissan Maxima returns with a bold and polarizing exterior and performance to back up its reputation as being among the sportier four-doors in its class. There's plenty of standard equipment even in the base S trim, including an infotainment system with an 8-inch touchscreen, navigation, and a 7-inch TFT screen between the instrument cluster gauges. **Driver's Choice** The SR trim adds a performance chassis damper, a larger front anti-roll bar, and a more aggressive suspension setup.



EPA Econ City/Hwy: 27/30/36-40 mpg 0-60 mph: 9.6 sec

Nissan Sentra**Base Price** \$17,500-\$21,500* **Body Type** Sedan

MAJOR The compact Nissan Sentra is due for a refresh for the 2016 model year, and the face-lift will bring the sedan in line with the new Murano and Maxima. Keeping in mind the Sentra NISMO concept, we'd love to see a NISMO or SE-R model on the refreshed Sentra. Currently, the Sentra is powered by a 130-horsepower, 1.8-liter inline-four that's good for up to 40 mpg on the highway in FE+ form.

Best Buy The SR maximizes the Sentra's curb appeal with special 17-inch wheels and unique front and rear fascias.

Base Engine 1.8L/130-hp/128-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission 6M; CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 51%

The compact that's ready to steal more buyers from Corolla and Civic.



EPA Econ City/Hwy: 26/31/35-40 mpg 0-60 mph: 9.0-10.4 sec*

Nissan Versa/Versa Note**Base Price** \$13,000-\$19,500* **Body Type** Sedan, hatchback

UNCHANGED After the sedan received exterior updates last year, we expect no major changes for 2016. Once you've accepted that neither Versa is particularly interesting to drive, you can appreciate the hatch's SR trim, which provides a more aggressive exterior and a body-color spoiler. A Versa SR sedan could be a worthwhile addition for budget-minded customers who would still like a bit of curb appeal. **Best Buy** The Versa Note is roomy for the segment, making it a strong choice as a cheap people-mover.

Base Engine 1.6L/109-hp/107-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission 5M; 4A; CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 54%

This roomy subcompact is best when options are minimal and the price is low.



EPA Econ City/Hwy: 14/20/20-28 mpg 0-60 mph: 2.6-4.5 sec*

Porsche 911/Turbo S**Base Price** \$85,295-\$195,595 **Body Type** Coupe, convertible

MINOR The 911 Carrera lineup gains another model as Porsche introduces the latest GT3 RS. The new car will sport a 500-horsepower, 4.0-liter flat-six, the ubiquitous PDK, and aerodynamic elements that increase downforce. It will weigh 22 pounds less than the GT3 and has a no-cost option of deleting the air-conditioning and radio to further reduce weight. **Cool Fact** Pull back both paddles at the same time to put the seven-speed PDK in neutral. This paddle-neutral feature can be used to execute glorious burnouts.

Base Engine 3.4L/350-hp/287-lb-ft flat-6
Opt Engine 3.8L/400-475-hp/324-325-lb-ft flat-6; 3.8L/520-560-hp/487-516-lb-ft twin-turbo flat-6; 4.0L/500-hp/338-lb-ft flat-6
Drivetrain Rear engine, RWD/AWD
Transmission 7M; 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 51%

With 25 different flavors, it's not hard to find the right 911.



EPA Econ City/Hwy: 18/22/24-32 mpg 0-60 mph: 3.8-5.6 sec*

Porsche Boxster/Spyder**Base Price** \$53,095-\$83,095 **Body Type** Convertible

MINOR With a replacement Boxster to debut before long, the new range-topping Boxster Spyder seems like a standing ovation for the current-generation mid-engine convertible: a 375-horsepower, 3.8-liter flat-six from the Carrera S, a six-speed manual, front/rear fascias reminiscent of the Cayman GT4, and Carrera brakes. This all comes together to form the most powerful and most dynamic Boxster ever produced. **Look For** Two new turbocharged flat-four engines to debut in the next-generation Boxster and Cayman.

Base Engine 2.7L/265-hp/207-lb-ft flat-6
Opt Engine 3.4L/315-330-hp/266-273-lb-ft flat-6; 3.8L/375-hp/309-lb-ft flat-6
Drivetrain Mid-engine, RWD
Transmission 6M; 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 49%

The Boxster Spyder is the hot-rod Boxster you've been asking for.



EPA Econ City/Hwy: 18-22/23-32 mpg 0-60 mph: 3.8-5.6 sec*

Porsche Cayman/GT4

Base Price \$53,595-\$85,595 **Body Type** Coupe

MINOR The GT4 is quantifiable proof that Porsche is no longer holding back the mid-engine coupe to protect the 911. With a 385-horsepower, 3.8-liter flat-six, 911 GT3-sourced suspension bits and tires, and adjustable aero that produces 220 pounds of downforce at speed, the GT4 is a serious track machine. With flat-four engines destined for the next-gen Cayman/Boxster, the GT4 is looking like quite the sendoff. **Driver's Choice** If track days are on your radar, then the Porsche Cayman GT4 should be, too.

Base Engine 2.7L/275-hp/213-lb-ft flat-6
Opt Engine 3.4L/325-340-hp/272-280-lb-ft flat-6; 3.8L/385-hp/309-lb-ft flat-6
Drivetrain Mid-engine, RWD
Transmission 6M; 7-sp twin-cl auto
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 50%

The exceptionally balanced Cayman finally gets the power we've been asking for.



EPA Econ City/Hwy: 15-18/24-28 mpg*, 50 mpg-e comb 0-60 mph: 3.5-5.2 sec

Porsche Panamera/S E-Hybrid/Turbo S

Base Price \$79,095-\$201,495 **Body Type** Hatchback

UNCHANGED With next-gen Panamera prototypes getting spied, the writing is on the wall: The current Panamera is on the way out. A well-equipped special edition called the Panamera Edition includes \$6,000 of equipment standard for \$1,900 more than the base Panamera. With a price range of less than \$100,000 to a little more than \$200,000 for a long-wheelbase model with a 570-hp engine, the Panamera range is expansive. **Look For** A new Panamera to debut with a less dramatically styled rear end and new headlights.

Base Engine 3.6L/310-hp/295-lb-ft V-6
Opt Engine 3.0L s/chg'd V-6 + elec, 416 hp; 3.0L/420-hp/384-lb-ft twin-turbo V-6; 4.8L/420-440-hp/384-lb-ft V-8; 4.8L/520-570-hp/516-590-lb-ft twin-turbo V-8
Drivetrain Front engine, RWD/AWD
Transmission 7-sp twin-cl auto; 8A
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 46%

Porsche's four-door sports car has plenty of room for junk in the trunk.



EPA Econ City/Hwy: 13/21 mpg 0-60 mph: 4.1 sec

Rolls-Royce Dawn/Wraith

Base Price \$308,550-\$340,000* **Body Type** Coupe, convertible

MAJOR The Rolls-Royce Dawn drop-top will make its debut in 2016 and occupy a lower price bracket than the Phantom Drophead Coupe. The Dawn should be relatively quick, considering it's mechanically related to the Wraith and will likely get that car's twin-turbo V-12. For the Wraith, front massaging seats and adaptive headlights will now be standard. **Cool Fact** Wraith customers can commission an umbrella to match the car. In addition to selecting a main and secondary color for the umbrella, the handle is now customizable, as well.

Base Engine 6.6L/624-hp/590-lb-ft twin-turbo V-12
Opt Engine None
Drivetrain Front engine, RWD
Transmission 8A
Basic Warranty 4 yrs/unlimited miles

It's a new Dawn at Rolls-Royce.



EPA Econ City/Hwy: 13/21 mpg 0-60 mph: 4.4 sec

Rolls-Royce Ghost

Base Price \$293,000-\$325,000* **Body Type** Sedan

UNCHANGED After a rousing round of updates last year, the Ghost might see some smaller trim and material updates this year. We expect a few materials to change similar to the Wraith and for the color of the \$1,300 umbrellas to become even more customizable. If you prefer to be driven but don't want a Phantom, the long wheelbase is a must for the extra 6.7 inches of legroom. **Cool Fact** The eight-speed automatic uses GPS to time downshifts so your Rolls-Royce is always in the best gear for the road ahead.

Base Engine 6.6L/563-hp/575-lb-ft twin-turbo V-12
Opt Engine None
Drivetrain Front engine, RWD
Transmission 8A
Basic Warranty 4 years/unlimited miles

A certified head-turner, especially in the brighter color combinations.



EPA Econ City/Hwy: 11/19 mpg 0-60 mph: 5.5-6.0 sec*

Rolls-Royce Phantom

Base Price \$413,000-\$486,000* **Body Type** Sedan

UNCHANGED The biggest Rolls-Royce sees few major changes this year, but the Phantom introduces the Limelight Collection, the latest Bespoke Phantom sedan that offers rear door panniers and enhanced rear seating with adjustable rear head-, calf-, and footrests. The his-and-hers rear door panniers offer a range of spaces for all the extras you could want, from cufflinks and tie pins to concealed fragrance holders. **Cool Fact** The extended-wheelbase Phantom Sedan boasts 53.1 inches of rear legroom.

Base Engine 6.7L/453-hp/531-lb-ft V-12
Opt Engine None
Drivetrain Front engine, RWD
Transmission 8A
Basic Warranty 4 years/unlimited miles

The patriarch of the Rolls-Royce line helps us understand true excess.



EPA Econ City/Hwy: 11/19 mpg 0-60 mph: 5.7-6.0 sec*

Rolls-Royce Phantom Coupe/Drophead Coupe

Base Price \$445,000-\$486,000* **Body Type** Coupe, convertible

UNCHANGED The Rolls-Royce Phantom Drophead will no longer be the only way to get your drop-top fix once the smaller Dawn arrives, reviving a nameplate Rolls first used in 1949. For now, however, the stately Drophead keeps on with a non-turbo V-12 that provides plenty of power (453 hp and 531 lb-ft of torque) but prefers a purposeful driving style. The Coupe's starlight headliner uses 1,600 fiber-optic lights to simulate a night sky. **Cool Fact** Rolls can match the paint color of any object an owner has in mind.

Base Engine 6.7L/453-hp/531-lb-ft V-12
Opt Engine None
Drivetrain Front engine, RWD
Transmission 8A
Basic Warranty 4 years/unlimited miles

Drive the Drophead Coupe along the shore, and you might just think you're on a yacht.



EPA Econ City/Hwy: 22-25/30-34 mpg 0-60 mph: 6.2-7.7 sec

Scion FR-S

Base Price \$26,075 **Body Type** Coupe

UNCHANGED In addition to two new exterior colors, the Scion FR-S now comes standard with a 7-inch touchscreen with voice command and a rearview camera. Scion will continue to offer dealer-installed goodies including navigation, lowering springs, performance exhausts and air intakes, anti-roll bars, a rear spoiler, and foglights. Expect another special-edition model before the end of 2016. **Driver's Choice** A manual-equipped FR-S is the purist's choice for maximum fun in a small rear-drive package.

Base Engine 2.0L/200-hp/151-lb-ft flat-4
Opt Engine None
Drivetrain Front engine, RWD
Transmission 6M; 6A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 51%

Pure, tossable driving enjoyment.



EPA Econ City/Hwy: 31-33/41-42 mpg 0-60 mph: 9.0-9.5 sec*

Scion iA

Base Price \$17,000* **Body Type** Sedan

ALL-NEW Essentially a rebadged Mazda2 sedan with a different front fascia, the Scion iA promises to be a fun-to-drive subcompact that's affordable and frugal on gas. The generous amount of standard features include a 7-inch touchscreen, a low-speed front collision avoidance system, two USB ports, voice command, a rearview camera, and hands-free keyless entry/start. **Look For** An array of dealer-installed accessories will be available, so owners can personalize their cars to their liking.

Base Engine 1.5L/106-hp/103-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission 6M; 6A
Basic Warranty 3 yrs/36,000 miles

Toyota looks to Mazda for a stylish and competitive subcompact entry.



EPA Econ City/Hwy: 27-30/36-37 mpg* 0-60 mph: 9.0-9.3 sec*

Scion iM

Base Price \$20,500* **Body Type** Hatchback

ALL-NEW Scion promises the 2016 iM will bring class-above features to the compact class. Standard features include a 4.2-inch TFT cluster display, power-folding side mirrors, a Pioneer audio system, a 7-inch infotainment touchscreen, and 17-inch alloy wheels. A slew of dealer-installed accessories, including a navigation upgrade and TRD performance parts such as lowering springs and anti-roll bars, will be available for the iM. **Cool Fact** The 2016 iM's 137-hp inline-four and CVT are shared with the Toyota Corolla Eco.

Base Engine 1.8L/137-hp/126-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission 6M; CVT
Basic Warranty 3 yrs/36,000 miles

The European-market Toyota Auris has finally landed on North American shores.



EPA Econ City/Hwy: 23/31 mpg 0-60 mph: 6.9-7.6 sec*

Scion tC

Base Price \$20,000* **Body Type** Hatchback

MINOR Most updates can be found inside the cabin, where a CD player makes way for a larger, higher-resolution 7-inch touchscreen and an updated Gracenote database. Silver interior door handles are also new. Models without navigation now come with iTunes tagging and a decontented version of Aha Internet radio. The dealer-installed navigation upgrade now includes a new map interface. **Cool Fact** The tC's rear seats can recline slightly, and the hatchback has plenty of room for gear and shopping sprees at Costco or Ikea.

Base Engine 2.5L/179-hp/172-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission 6M; 6A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 54%

One of the last affordable compact coupes.



EPA Econ City/Hwy: Not yet rated 0-60 mph: 10.0 sec*

Smart Fortwo

Base Price \$14,500* **Body Type** Hatchback

ALL-NEW Slightly larger but still tiny, the new Smart Fortwo gains a more powerful 89-horsepower, turbocharged inline-three and a six-speed twin-clutch automatic transmission. (A five-speed manual will be available, as well.) A newly developed safety cell ensures that safety remains a priority, and a new chassis featuring a wider track improves stability and maneuverability. Expect the return of a fully electric model before long. **Cool Fact** Like with Minis, buyers can opt for contrasting exterior colors in their Smart Fortwo.

Base Engine 0.9L/89-hp/100-lb-ft turbo I-3
Opt Engine None
Drivetrain Rear engine, RWD
Transmission 5M; 6-sp twin-clut
Basic Warranty 4 yrs/50,000 miles
IntelliChoice 5-Yr Retained Value 46%

A quirky, fun-size urban runabout that fits in your front pocket.



EPA Econ City/Hwy: 22-25/30-34 mpg 0-60 mph: 6.3-7.7 sec

Subaru BRZ

Base Price \$26,500-\$31,000* **Body Type** Coupe

MINOR In the next couple model years, a BRZ tuned by STI will make its way to our shores. That's the good news. The bad news (for some) is that it will feature handling improvements only and not the forced induction many had hoped for. However, the Japanese-spec BRZ tS model we drove felt far more planted and was easily the best-handling BRZ we'd ever experienced. **Best Buy** Another car if you're more interested in insane power levels than you are the BRZ's rear-drive handling precision and 200 hp.

Base Engine 2.0L/200-hp/151-lb-ft flat-4
Opt Engine None
Drivetrain Front engine, RWD
Transmission 6M; 6A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP
IntelliChoice 5-Yr Retained Value 52%

We finally get an STI-style BRZ but without extra power. It won't make everyone happy.



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EPA Econ City/Hwy: 17-28/23-37 mpg 0-60 mph: 4.6-9.9 sec

Subaru Impreza/WRX STI

Base Price \$19,500*-\$35,490 **Body Type** Sedan, hatchback

MINOR The high-performance WRX and WRX STI variants now get the superb EyeSight suite of driver-assistance technology. The EyeSight systems enabled the Impreza to ace the IIHS front crash prevention test and avoid a collision altogether in the low- and high-speed tests. The CVT in the WRX isn't bad, either, and will likely get lots more sporty compact buyers into the peppy sedan than would the manual-transmission model alone. **Avoid** The WRX STI if you want to fly under the radar—or get it and ditch the wing.

Base Engine 2.0L/148-hp/145-lb-ft flat-4
Opt Engine 2.0L/268-hp/258-lb-ft turbo flat-4; 2.5L/305-hp/290-lb-ft turbo flat-4
Drivetrain Front engine, AWD
Transmission 5M; 6M; CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 57%

Impressive, though the lack of an STI hatchback still leaves us wanting.

Subaru Legacy

Base Price \$22,540-\$30,740 **Body Type** Sedan

MINOR After a major redesign last year, the Legacy offers a few new features for 2016. The steering has been retuned, and EyeSight, Subaru's suite of active safety technology, adds lane keeping assistance. All Legacy models will now feature the latest Starlink infotainment system, and Safety Plus and Security Plus become available and provide a suite of connectivity features. **Cool Fact** EyeSight was one of only a handful of active safety systems to completely stop a vehicle in IIHS front crash prevention testing.

Base Engine 2.5L/175-hp/174-lb-ft flat-4
Opt Engine 3.6L/256-hp/247-lb-ft flat-6
Drivetrain Front engine, AWD
Transmission CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 56%

It's not all that exciting to look at, but it sure is safe.

Tesla Model S/P85D

Base Price \$76,200-\$106,200 **Body Type** Hatchback

MAJOR The ever-changing Tesla Model S saw a few big changes this year, and dual motors played a big role. The P85D debuted and brought with it a new era of performance—a 3.2-second *Motor Trend*-tested 0-60 mph time. At the entry level, the 70D was introduced. It adds a second motor for AWD and comes with a 70-kW-hr battery. The EPA-rated driving range goes from 240 miles on the 70D to 270 miles on the 85D. **Cool Fact** Tesla's Powerwall home battery is essentially a Model S, just without all the car bits.

Base Motor 329-hp dual electric
Opt Motor 362-hp electric; 422-hp dual electric; 691-hp dual electric
Drivetrain RWD/AWD
Transmission 1A
Basic Warranty 4 yrs/50,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 41%

The Model S expands its domination beyond the EVs and into the high-performance four-door arena.

Toyota Avalon

Base Price \$33,500-\$38,000* **Body Type** Sedan

MINOR Some light exterior and interior revisions keep the Toyota Avalon competitive in its segment. Two new suspension setups, one tuned for comfort and the other for better driving dynamics, will be offered to help the Avalon appeal to a broader range of buyers. New features include a wireless cellphone charging system, a revised Entune infotainment system, adaptive cruise control, a pre-collision safety system, and lane departure warning. **Cool Fact** The Avalon shares its platform and powertrains with the Lexus ES.

Base Engine 3.5L/268-hp/248-lb-ft V-6
Opt Engine 2.5L I-4 + elec, 200 hp
Drivetrain Front engine, FWD
Transmission 6A; CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 48%

A car that appeals to driving enthusiasts and hypermilers alike.

Toyota Camry

Base Price \$24,000-\$31,000* **Body Type** Sedan

MINOR After a major overhaul for the 2015 model year, the Toyota Camry returns with a standard 7-inch TFT display on the LE trim, which now also offers 16-inch alloys. The new Special Edition model features 18-inch alloy wheels, a power moonroof, Qi wireless cellphone charging, interior blue contrast stitching, hands-free keyless entry/start, exterior badging, and the optional Entune infotainment system with navigation and app suite. **Cool Fact** The Camry V-6 is one of the quickest midsize family sedans from 0 to 60 mph.

Base Engine 2.5L/178-hp/170-lb-ft I-4
Opt Engine 3.5L/268-hp/248-lb-ft V-6; 2.5L I-4 + elec, 200 hp
Drivetrain Front engine, FWD
Transmission 6A; CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars; IIHS: TSP+
IntelliChoice 5-Yr Retained Value 53%

Bolder in looks but not in terms of driving dynamics.

Toyota Corolla

Base Price \$18,000-\$21,000* **Body Type** Sedan

MINOR The new Special Edition model comes with 17-inch alloy wheels, hands-free keyless entry/start, black upholstery with red contrast stitching, and Special Edition floormats and exterior badges. The Entune infotainment system with navigation and app suite and a power moonroof are optional. An updated version of Toyota's Entune infotainment system is available on LE, LE Eco, and S models. All variants now come standard with hill start assist. **Avoid** The base L model, as the optional automatic transmission is a four-speed, not the CVT.

Base Engine 1.8L/132-hp/128-lb-ft I-4
Opt Engine 1.8L/140-hp/126-lb-ft I-4
Drivetrain Front engine, FWD
Transmission 6M; 4A; CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 53%

Uninspiring yet spacious in a polarizing exterior design.



EPA Econ City/Hwy: Not Yet Rated 0-60 mph: 9.0 sec*

Toyota Mirai

Base Price \$58,325 **Body Type** Sedan

ALL-NEW Toyota's hydrogen fuel cell vehicle, complete with its quirky exterior styling and angry-looking front fascia, will go on sale later this year (in California only). A carbon-fiber storage tank holds the hydrogen used to power the 151-horsepower electric motor via the fuel cell. The Mirai is built on an extended Prius V platform, uses an electric motor lifted from the Lexus RX 450h, and borrows the Camry Hybrid's traction battery. **Cool Fact** The Mirai takes about five minutes to refuel and has an overall driving range of up to 300 miles.

Base Motor 151-hp/247-lb-ft electric
Opt Motor None
Drivetrain Front motor, FWD
Transmission 1A
Basic Warranty 3 yrs/36,000 miles

Cementing Toyota's leadership in alternative fuel vehicles.



EPA Econ City/Hwy: 51/48 mpg 0-60 mph: 9.5 sec

Toyota Prius

Base Price \$25,500* **Body Type** Hatchback

UNCHANGED Production for the Prius PHEV ended in June 2015. The non-PHEV Prius will continue on until the delayed next-generation Prius makes its debut. The outgoing Prius remains one of the most efficient cars available today, but it isn't entertaining to drive. A lighter platform and a more compact hybrid system are rumored to be on the way, bringing with them slightly improved acceleration and mileage as much as 10 percent better. **Look For** An all-new Prius with a new powertrain and even better fuel economy before long.

Base Engine 1.8L I-4 + elec, 134 hp
Opt Engine None
Drivetrain Front engine, FWD
Transmission CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars; IIHS TSP+
IntelliChoice 5-Yr Retained Value 51%

The automotive poster child of the green movement.



EPA Econ City/Hwy: 53/46 mpg 0-60 mph: 10.2 sec

Toyota Prius C

Base Price \$21,000* **Body Type** Hatchback

UNCHANGED After receiving some minor exterior design revisions, the smallest member of the Prius family is expected to carry over unchanged. The Prius C is the most affordable hybrid sold in the U.S. and the most fuel-efficient subcompact, too. Toyota offers a variety of bright exterior colors for the Prius C, including lime green, orange, light blue, yellow, red, and electric blue. Every model comes standard with LED low- and high-beams. **Best Buy** A mid-level Prius C for around-town use and grocery runs.

Base Engine 1.5L I-4 + elec, 99 hp
Opt Engine None
Drivetrain Front engine, FWD
Transmission CVT
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 53%

The urban warrior's hybrid runabout.



EPA Econ City/Hwy: 44/40 mpg 0-60 mph: 10.1 sec

Toyota Prius V

Base Price \$28,000* **Body Type** Hatchback

UNCHANGED The Toyota Prius V received minor exterior design tweaks for 2015, and it now carries over unchanged for the 2016 model year. Essentially a tall wagon, the Prius V is versatile with a whopping 67.3 cubic feet of maximum volume when the rear seats are folded. The Prius V's practicality and versatility makes it a good alternative to crossovers, especially for families that value fuel efficiency. **Cool Fact** Outside of North America, the Prius V is available with seating for up to seven passengers.

Base Engine 1.8L I-4 + elec, 134 hp
Opt Engine None
Drivetrain Front engine, FWD
Transmission CVT
Basic Warranty 3 yrs/36,000 miles
Safety IIHS: TSP+
IntelliChoice 5-Yr Retained Value 52%

The Prius for growing families.



EPA Econ City/Hwy: 30/36-37 mpg 0-60 mph: 8.7-10.3 sec

Toyota Yaris

Base Price \$16,000-\$18,500* **Body Type** Hatchback

UNCHANGED Aside from two new two-tone exterior color options, the entry-level Yaris is a carryover from 2015. Toyota offered navigation in the Yaris for the first time last year, and the feature remains available as a port- or dealer-installed option. The sporty SE trim comes with a sport-tuned front suspension, 16-inch alloy wheels, and a black front grille. Although a sedan was once offered, the Yaris is only available as a hatchback for 2016. **Look For** An all-new Yaris soon with help from Mazda.

Base Engine 1.5L/106-hp/103-lb-ft I-4
Opt Engine None
Drivetrain Front engine, FWD
Transmission 5M; 4A
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 4 stars
IntelliChoice 5-Yr Retained Value 54%

It's still just a car.



EPA Econ City/Hwy: 23-31/29-41 mpg 0-60 mph: 6.3-7.8 sec*

Volkswagen Beetle/2.0T R-Line

Base Price \$22,500-\$32,000* **Body Type** Hatchback, convertible

UNCHANGED Aside from the addition of USB ports, an updated infotainment system, and a new trim-naming strategy, the iconic Beetle carries over unchanged. The lineup includes the fuel-efficient Beetle TDI, which includes the only convertible with a diesel engine available in the U.S. R-Line models use a detuned version of the Golf GTI's engine, and they come standard with a sport-tuned suspension, front sport seats, and 18- or 19-inch wheels. **Look For** At least one new special edition to keep the Beetle range interesting.

Base Engine 1.8L/170-hp/184-lb-ft turbo I-4
Opt Engine 2.0L/210-hp/207-lb-ft turbo I-4; 2.0L/150-hp/236-lb-ft t-diesel I-4
Drivetrain Front engine, FWD
Transmission 5M; 6A; 6M; 6-sp twin-cl auto
Basic Warranty 3 yrs/36,000 miles
Safety NHTSA: 5 stars
IntelliChoice 5-Yr Retained Value 46%

A quirky, funkier Golf that's also available as a drop-top.



EPA Econ City/Hwy: 17-22/25-32 mpg 0-60 mph: 5.5-6.7 sec*

**MOTOR TREND
CAR OF THE YEAR**



EPA Econ City/Hwy: 23-31/30-45 mpg*, 126/105 mpg-e 0-60 mph: 4.5-9.1 sec*



EPA Econ City/Hwy: 23-42/32-48 mpg* 0-60 mph: 6.0-8.0 sec*

**MPG KING
FAMILY SEDAN**



EPA Econ City/Hwy: 20-30/28-44 mpg 0-60 mph: 5.7-9.0 sec



EPA Econ City/Hwy: 18-26/27-38 mpg 0-60 mph: 4.7-6.3 sec*

**MPG KING
PREMIUM
LARGE SEDAN**



EPA Econ City/Hwy: 25/37 mpg 0-60 mph: 7.3 sec*

Volkswagen CC

Base Price \$33,000-\$42,000* **Body Type** Sedan

MINOR A new 2.0-liter base model should lower the CC's entry-level price. For 2016, 2.0T Sport and R-Line models add hands-free keyless entry/start and post-collision braking as standard, and the R-Line Executive model gets 18-inch wheels and leather seats. All-wheel-drive V-6 models get adaptive cruise control, lane keep assist, and post-collision braking, and all models now have USB ports and an updated infotainment system. **Look For** An all-new CC featuring design language borrowed from the Sport Coupe Concept GTE.

The four-door coupe for the masses.

Base Engine 2.0L/200-hp/207-lb-ft turbo I-4

Opt Engine 3.6L/280-hp/265-lb-ft V-6

Drivetrain Front engine, FWD/AWD

Transmission 6M; 6A; 6-sp twin-cl auto

Basic Warranty 3 yrs/36,000 miles

IntelliChoice 5-Yr Retained Value 42%

Volkswagen Golf/R/SportWagen/e-Golf

Base Price \$19,500-\$43,000* **Body Type** Hatchback, wagon

MINOR VW has added USB ports to the Golf, and a new infotainment system integrates Apple CarPlay and Android Auto. A rearview camera is added to the Golf S, the Golf R gains an available six-speed manual, and the e-Golf adds a new SE model. Newly available tech includes autonomous emergency braking, a blind-spot monitoring system with rear cross-traffic alert, and lane keep assist. **Look For** An AWD Golf SportWagen featuring more ground clearance and body cladding, called the Alltrack, in 2016.

A full barrage on the compact car segment.

Base Engine 1.8L/170-hp/184-lb-ft turbo I-4

Opt Engine 2.0L/150-hp/236-lb-ft t-diesel I-4; 2.0L/210-220-hp/258-lb-ft

turbo I-4; 2.0L/292-hp/280-lb-ft

turbo I-4; 115-hp/199-lb-ft electric

Drivetrain Front engine, FWD/AWD

Transmission 5M; 6M; 6A; 6-sp twin-cl

auto; 1A

Basic Warranty 3 yrs/36,000 miles

Safety IIHS: TSP

IntelliChoice 5-Yr Retained Value 53%

Volkswagen Jetta/GLI/Hybrid

Base Price \$18,000-\$32,000* **Body Type** Sedan

MAJOR The 115-horsepower, 2.0-liter I-4 is finally gone from the Jetta lineup. It's replaced on the car's bottom trims by a 150-horsepower, 1.4-liter, turbo I-4 with 184 lb-ft and an estimated 40 mpg on the highway. The sporty GLI gets updated front and rear bumper designs, and all models get USB ports. A new Driver Assistance package adds an auto-emergency brake system and adaptive cruise control.

Cool Fact In 2012, Motor Trend set a hybrid land-speed record with a 186.3-mph average speed in a modified Jetta Hybrid.

Affordable German engineering that offers something for everyone.

Base Engine 1.4L/150-hp/184-lb-ft turbo I-4

Opt Engine 1.8L/170-hp/184-lb-ft

t-diesel I-4; 2.0L/150-hp/236-lb-ft t-diesel I-4;

2.0L/210-hp/207-lb-ft turbo I-4; 1.4L

turbo I-4 + elec, 170 hp

Drivetrain Front engine, FWD

Transmission 5M; 6A; 6M; 6-sp twin-cl

auto; 7-sp twin-cl auto

Basic Warranty 3 yrs/36,000 miles

Safety NHTSA: 5 stars; IIHS: TSP

IntelliChoice 5-Yr Retained Value 51%

Volkswagen Passat

Base Price \$22,000-\$37,000* **Body Type** Sedan

MAJOR The Passat returns for 2016 with updated sheetmetal, new wheel styles, and revised front and rear bumper designs (2015 model pictured). The interior has been improved, too, now featuring USB ports and a new infotainment system with Apple CarPlay and Android Auto. Newly available active safety tech could help the sedan, our 2012 Car of the Year, earn an IIHS Top Safety Pick+ rating. **Cool Fact** Passats sold in North America are assembled in Volkswagen's Chattanooga, Tennessee, plant.

The German engineered, American assembled midsize family sedan.

Base Engine 1.8L/170-hp/184-lb-ft turbo I-4

Opt Engine 2.0L/150-hp/236-lb-ft

t-diesel I-4; 3.6L/280-hp/258-lb-ft V-6

Drivetrain Front engine, FWD

Transmission 5M; 6M; 6A; 6-sp twin-cl

auto

Basic Warranty 3 yrs/36,000 miles

Safety NHTSA: 5 stars; IIHS: TSP

IntelliChoice 5-Yr Retained Value 42%

Volvo S60/V60

Base Price \$34,890-\$62,000* **Body Type** Sedan, wagon

MAJOR Two new variants of the S60 have been added: the Cross Country and the built-in-China, long-wheelbase Inscription model. Cross Country models come standard with a raised suspension, and the Inscription gains 2.9 inches of additional rear legroom, 18-inch alloy wheels, and walnut wood and metal accents. Base V60 models gain newly designed 17-inch alloy wheels, and the V60 R-Design now has standard 19-inch wheels. **Driver's Choice** The Polestar models, provided you can get one before the allotment runs out.

The Swedish-style sports sedan and wagon.

Base Engine 2.0L/240-hp/258-lb-ft turbo I-4

Opt Engine 2.5L/250-hp/266-lb-ft

turbo I-5; 2.0L/302-hp/295-lb-ft s'chg'd and

turbo I-4; 3.0L/325-345-hp/354-369-lb-ft

turbo I-6

Drivetrain Front engine, FWD/AWD

Transmission 6A; 8A

Basic Warranty 4 yrs/50,000 miles

Safety NHTSA: 5 stars; IIHS: TSP+

IntelliChoice 5-Yr. Retained Value 43%

Volvo S80

Base Price \$44,390 **Body Type** Sedan

MINOR The 300-horsepower, turbo I-6 has been discontinued, leaving the 240-hp, 2.0-liter, turbo I-4 as the only powertrain. As a result of the discontinuation of the turbo-six, all-wheel drive is no longer available in the S80 range. Navigation, City Safety, dual-zone climate control, 18-inch alloy wheels, a sunroof, and heated front seats are standard on all S80 models. **Look For** A successor, called the S90, with the full range of Drive-E powertrains sometime in the next couple years.

Alive and kicking.

Base Engine 2.0L/240-hp/258-lb-ft turbo I-4

Opt Engine None

Drivetrain Front engine, FWD

Transmission 8A

Basic Warranty 4 yrs/50,000 miles

Safety IIHS: TSP+

IntelliChoice 5-Yr. Retained Value 41%

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Wide-angle central **tread slots** pack snow while strategically placed **multi-wave sipes** provide additional biting edges to increase traction in wintry conditions.



HTR Z III Max Performance Summer

The HTR Z III (High Technology Radials-3rd generation) was developed for sports cars, sporty coupes and high performance sedans and is designed to provide high-speed handling stability along with dry and wet traction.



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Continuous **inboard ribs** improve tire longevity by resisting irregular wear associated with independent rear suspensions.

Wet Traction

Wide **circumferential and long lateral grooves** provide drainage that helps evacuate water to increase wet traction and hydroplaning resistance.

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GARAGE

Words Motor Trend Editors



ARRIVAL 2015 Honda CR-V Touring AWD Zach Gale



"Honda's lane keeping assist system is spooky and helpful at the same time. Can't wait until it trickles down to other cars." @zachgale

EPA CITY/HWY/COMB FUEL ECON
26/33/28 MPG BASE PRICE \$33,775
PRICE AS TESTED \$33,775

Don't look now, but Honda's best-selling vehicle isn't the Accord or the Civic. The refreshed 2015 Honda CR-V leads the brand for the first third of 2015 and is also the highest-volume SUV of any brand in the U.S. The revised CR-V impressed the 2015 SUV of the Year judges by how well-executed so many of its elements are, and we've got one year to determine how this SUV of the Year winner grows on us. With a new engine, new transmission, and newly available safety technology, can the CR-V continue to meet our high expectations?

Considering the cavernous nature of the 2015 CR-V's interior, it seems silly to still call this vehicle

a "compact" crossover. With demand outstripping supply all over the SUV market, crossovers we once referred to as compact are bigger now to leave room for cute-utes.

Our 2015 CR-V is a \$33,775 Touring AWD model with the new Honda Sensing suite of active safety technologies. Limited to the Touring trim for now,

the package includes active cruise control, a system that can slow the SUV to a stop in certain conditions if it detects an unavoidable collision with a vehicle ahead, and a system that can nudge the crossover back into its lane if you start drifting without signaling. We've also got leather seats (heated in front), a newly offered power liftgate,



The CR-V's two-screen dash is helpful, and the volume-knobless 7-inch display hides a CD player.

CHEVROLET COLORADO Z71

UPDATE CHEVROLET CORVETTE

UPDATE CHEVROLET TAHOE LT

HONDA ACCORD HYBRID TOURING

ARRIVAL HONDA CR-V TOURING AWD

HONDA FIT

JEEP CHEROKEE TRAILHAWK

KIA K900 V8



KIA SOUL

LAND ROVER RANGE ROVER SPORT SC UPDATE

NISSAN VERSA NOTE UPDATE

RAM 1500 ECODIESEL

SUBARU WRX STI UPDATE

VOLKSWAGEN GTI

VOLKSWAGEN PASSAT SPORT

VOLVO V60 UPDATE

RIDE ALONG FOR UPDATES ON OUR LONG-TERM FLEET

SPECS 2015 Honda CR-V AWD Touring

	<p>CO₂ emissions 0.67 lb/mi MT figure eight 28.1 sec @ 0.61 g (avg)</p> <p>8.9 sec 0-60 mph 16.9 sec Quarter mile 85.3 mph 117 ft Braking distance, 60-0 mph</p>
--	---

Vehicle Layout Front-engine, AWD, 5-pass, 4-door SUV

Engine 2.4L/185-hp/181-lb-ft DOHC 16-valve I-4

Transmission Cont variable auto

Curb Weight (F/R Dist) 3,601 lb (58/42%)

Lateral Acceleration 0.79 g (avg)

Energy Cons, City/Hwy 130/102 kW-hrs/100 miles

navigation on a 7-inch touchscreen, hands-free keyless access with push-button start, a power moonroof, foglights, and flashy 18-inch wheels.

As with all 2015 CR-Vs, our Touring AWD model is powered by an Earth Dreams 2.4-liter inline-four producing 185 hp. Mated to that engine is a new-to-the-CR-V CVT that increases EPA-rated fuel economy to a very respectable 26/33 mpg city/highway (or 27/34 mpg with front-wheel drive). How this new engine-transmission combo performs in real-world driving is something we'll find out, along with other parts of the ownership experience, in monthly updates you can find on MotorTrend.com. Stay tuned for more on the best-selling, SUV of the Year-winning 2015 Honda CR-V long-termer.



2015 Chevrolet Corvette Stingray Carlos Lago



Could the Corvette be your only car? After a few thousand miles, I say yes.
@CarlosLago

Service life / 2 mo/3,281 mi
Avg CO₂ / 0.88 lb/mi
Energy cons / 152 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / \$0
Normal-wear cost / \$0
Base price / \$55,995
As tested / \$64,880

REAL MPG FUEL ECON 22.1 MPG comb.

With the new-car honeymoon period ending, it's time to settle in with our long-term Stingray. Its performance remains fantastic, and I'm finding new ways to appreciate the car on the daily commute.

For one, despite lacking adjustable dampers and pulling 1.05g average on the skidpad, the Corvette still rides comfortably. The nose isn't too low, so I don't worry about scraping over most driveways.

The drivetrain can switch from docile to menacing with a gear change. The wide powerband makes it easy to drive smoothly and opens up gear options; I frequently just use first, third, and sixth. The emissions-saving skip-shift is an annoyance, but a minor and easily avoidable one. The quick throttle response and amount of power make jumping into holes in traffic easy.



The targa top makes drives on nice mornings even more enjoyable. Removing it takes maybe a minute and could be done by one person. Carbon-fiber construction means the roof is lightweight and easy to handle. Driving with the top off is even better when coupled with the variable exhaust. The system stays mostly quiet in Touring mode, opening up at high engine speeds under full load. Sport mode opens the exhaust more aggressively, giving you a deep burble at idle and wonderful-sounding, perfectly executed downshifts thanks to the auto-rev match system. I spend most of my time in Sport.

What's clever about the system is that you can drive around town making all kinds of racket. But when you get home to the neighborhood, you can put the car in Touring mode, quieting down so you don't become "that guy" your neighbors hate. You can also separate the volume control from the drive mode, so if you want to be "that guy" with the exhaust always turned to 11, you can.

Docile when you want it to be, fast and loud when the time is right, the Corvette Stingray has performed excellently as a daily driver so far.



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LONG-TERM TEST | Updates



2015 Chevrolet Tahoe LT Benson Kong



**"First order of business:
memorize the vehicle
height (74.4", or 6' 2.2").
Don't want to venture
into the wrong parking
structure now ..."**

Service life / 4 mo/10,218 mi
Avg CO2 / 1.05 lb/mi
Energy cons / 183 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / \$0 (oil change, inspection, tire rotation)
Normal-wear cost / \$0
Base price / \$51,950 **As tested** / \$55,880

REAL MPG FUEL ECON 18.4 MPG comb.

As the most attentive members of our readership will notice, I am not road test editor Scott Mortara, former Chevrolet Tahoe LT chaperone. The Mortara clan has moved on to bigger and better things. Thus, Scott bestowed yours truly with a parting gift in the form of the 5,338-pound, eight-passenger, Crystal Red Tintcoat beast with \$1.80 in loose change left in the voluminous center storage bin. That \$1.80 would buy enough Southern California 87-octane fuel to propel the Tahoe about 8.6 miles.

Early driving impressions? This Tahoe is great! I used to get cut off all the time by angry and aggressive Angelenos during the commute hours while I was overseeing the Signal Red Kia Rio SX hatchback. The Tahoe has yet to accrue anywhere near the miles the Rio had (39,212) and hence the quantity of cut-off incidents. But I'm already enjoying the wider berth given to this 80.5-inch wide and 74.4-inch tall SUV. I've spotted a couple drivers start cheating over to my lane before re-centering in theirs, perhaps influenced by the sight of the massive, Bow Tied front grille bearing down on them.

Because I took over as the Tahoe's caretaker several months after it arrived, I had to learn its features and specs ASAP. The \$51,950 LT trim is well-equipped from the get-go, though in my opinion, the base \$47,495 LS model is more than adequate. Our \$55,880 as-tested Tahoe LT's build sheet specified three options: the \$495 red

paint, \$495 MyLink infotainment system with navigation, and \$2,940 Luxury package. The package, or PCK in General Motors' RPO lingo, includes a heated middle row, powered folding and rising third row, and an arsenal of driver's aids such as front and rear park assist, side blind-zone alert with lane departure warning, and rear cross-traffic alert.

After crawling up and down the always-clogged 405 freeway/parking lot a few times, I've noticed that the park assist seems easily spooked. The Safety Alert Seat vibrates the driver's derriere as a method of warning and has buzzed me numerous times, even when the SUV is not in motion. Safety Alert Seat never fails to startle me the first time it triggers during a drive, and the buzzing occurs so randomly and noisily in stacked traffic that the missus has christened it "the electric chair." Luckily, Safety Alert Seat's duties can be suspended.

Some of the dashboard plastic trim pieces creak whenever I hit a bump, but there are also five USB ports scattered all around the front row. Knowing the number of conveyed persons on the Tahoe's horizon, each USB port will most assuredly be treasured.



LONG-TERM TEST



2015 Nissan Versa Note SR Alex Nishimoto



"When swapping from the 130-hp Honda Fit into the 109-hp Note, I immediately miss the extra power."

Service life / 11 mo/15,141 mi
Avg CO₂ / 0.61 lb/mi
Energy cons / 106 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / \$288.27 (3-oil change, inspection, tire rotation; 1-cabin air filter, engine air filter) **Normal-wear cost** / \$0
Base price / \$18,340 **As tested** / \$19,180

REAL MPG FUEL ECON 31.7 MPG comb.

One of the benefits of this job is you don't drive the same car all the time. Although I spend the most time in the Nissan Versa Note, I was recently able to sample some of its competition. Seat time in our long-term 2015 Honda Fit and a 2015 Chevrolet Sonic LT Turbo provided some valuable perspective.

Both cars exhibited better steering feel and more confident handling characteristics and as a result were more fun to drive than the Note. The extra power—130 hp in the Fit and 138 hp in the Sonic Turbo to the Versa Note's 109—didn't hurt,

either. The things the Note does well, such as cruising on the highway and transporting groceries, the other two cars seem to do better. The Fit also has the highest-quality interior of the three, but the Nissan's interior is better than the Sonic's by a large margin.

It will take a full comparison to see where the Nissan Versa Note stands, but it's safe to say there's at least one better option out there.



2015 Subaru WRX STI Launch Edition Nate Martinez



"Man, what a difference! The Direzzas and KW ClubSports transformed the STI into sharper athlete. Can't wait to put it on a track!"

@nate_martinez

Service life / 12 mo/26,359 mi
Avg CO₂ / 0.96 lb/mi
Energy cons / 166 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / \$0 (4-oil change, inspection; 2-tire rotation)
Normal-wear cost / \$0
Base price / \$38,190 **As tested** / \$38,190

AVERAGE MPG FUEL ECON 20.3 MPG comb.

With sunnier weather here and an 18,000-mile service complete, it was time to ratchet up the STI's spiciness. I went about tastefully modifying "my" STI, as most real owners would. I took inspiration from another famous WRX STI: a class-winning Nürburgring 24H Challenge racer. Power isn't something the STI lacks (no need for me to void the powertrain warranty, either), so for Suparu v3.0, I focused on sharpening its handling and braking.

So far, after about a thousand miles of driving, the suspension and brakes have worn in nicely.

Although the latter's bite is similar to stock, the rotor/pad combination is less susceptible to fade after hard driving. The KW coilovers have made the ride extremely taut but not unbearable. The Dunlop Direzza ZII Star Spec tires' hold was instantly noticeable, too, as was their noisiness. After an alignment, it'll be time for some serious canyon driving and instrumented testing. Can't wait!

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LONG-TERM TEST | Updates



2015 Land Rover Range Rover Sport SC Angus Mackenzie



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@Angus_MacK

Service life / 2 mo/3,503 mi
Avg CO2 / 1.19 lb/mi
Energy cons / 207 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / \$0
Normal-wear cost / \$0
Base price / \$81,020 As tested / \$93,856

REAL MPG FUEL ECON 16.3 MPG comb.

When I tested a Porsche 928 S4 almost 30 years ago, I was fascinated to read in the owner's manual that the car was available with a factory-fit trailer hitch. The mere idea of hooking a trailer to a 165-mph supercar seemed utterly preposterous, but the fact that you could order a Porsche with a hitch—and a roof rack, too—made it deliciously desirable. The 928 was, I wrote at the time, the 24/7 supercar; a supercar you could genuinely use all day, every day.

I thought about that Porsche as I pulled the Range Rover Sport into my local U-Haul depot. Here I was, about to hook a 5x8 cargo trailer to an off-road-capable SUV whose top speed—electronically limited—is a mere 10 mph slower than the 928 S4's. And it seemed utterly ... well ... normal.

I needed to run some furniture from L.A. up to my eldest son's new home in Silicon Valley. Mindful of the speed limit for vehicles towing trailers on the interstate, I set the radar cruise control to 60 mph, picked a playlist off the iPod, and settled back in the seat for one of my slowest ever trips to the Bay Area. Apart from the rattling of the tow hitch on L.A.'s notoriously lumpy freeways—and the giant U-Haul logo squirming in the rearview mirror—the trailer didn't dent the Range Rover's effortless cruising capability.

Strong headwinds further impacted fuel consumption, though, with the trip computer showing an average of 17 mpg for the 135 miles north from Buttonwillow, California. Heading south the following day, sans trailer, and with the wind behind us, the Range Rover's mileage improved 35 percent to 23 mpg over the same distance.

The year I tested that 928 S4 "The Simpsons" debuted on "The Tracey Ullman Show," U2 released "The Joshua Tree," and Starbucks opened its first store outside Seattle. In 1987 the Porsche's 0-60-mph time of 5.5 seconds and 13.9-second quarter mile marked it as one of the quickest production cars in the world. In 2015, however, those numbers are nowhere near the pointy end of the muscle-SUV pack: The Range Rover Sport takes just 4.4 seconds for the 0-60 sprint, and 12.9 seconds for the quarter mile. Oh, and it will haul a more heavily loaded trailer, too—7,716 pounds versus 3,527 pounds.

From supercar to SUV: The pace of automotive engineering and development over the past three decades has indeed been profound. We shouldn't take it for granted.



The pace of automotive engineering and development over the past three decades has indeed been profound.

LONG-TERM TEST



2015 Volvo V60 T5 Julia La Palme



“Despite its often-admired demure blue color, this unassuming wagon’s turbo has no trouble getting up to traffic speed on the highway.”

Service life / 11 mo/22,866 mi **Avg CO₂** / 0.74 lb/mi
Energy cons / 128 kW-hrs/100 mi

Unresolved problems / None

Maintenance cost / \$36 (2-oil change, inspection, 1-tire rotation, cabin air filter)

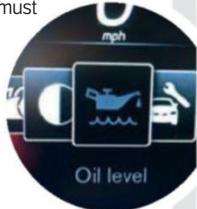
Normal-wear cost / \$0

Base price / \$36,225 **As tested** / \$45,625

REAL MPG FUEL ECON 26.3 MPG comb.

I recently took our Volvo V60 to the AutoNation Volvo South Bay dealership for service, which was due at 20,000 miles. They did an oil change, replaced the oil filter, and inspected the fluid levels, brakes, battery, belts, and hoses. Normally this visit would cost \$289.99, but with Volvo, the first three maintenance visits are covered under warranty.

At one point when fellow photographer William Walker had the V60 for a weekend, the car's maintenance screen alerted him that the car was low on oil. We've both been at a loss at how to check the oil (there is no dipstick), so Will gave the Volvo 1 quart as a guess. During my trip to the dealership, I informed the technician of this, and he was a bit concerned. "Next time," he told me, "if the screen is prompting low oil, don't fill it. Bring it in to the dealership so we can see what's causing it to send that alert. It shouldn't get that low, and it might have been a faulty sensor." I told him we had been having a hard time accessing the electronic oil-check feature in the maintenance menu and asked if there was a special trick I wasn't aware of. He pointed out that you must press and hold the start button *without* pressing the brake pedal before the oil level readout will be selectable in the menu. This brings the car into accessory mode, like the first click of a traditional key-start ignition. Voilà, the oil-check menu finally lit up, showing that the oil level was good. It would be nice if Volvo made this a little more intuitive.



The oil level menu could not be selected until the Volvo technician at the dealership showed me how to put the V60 into accessory mode.



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2015 Jaguar F-Type R Coupe Jonny Lieberman



"I'm often told I have the best job in the world. Waking up to F-Type R Coupe for 12 months provides not one shred of mitigating evidence."

Yes, like in all cars, one still needs to put fresh oil in an F-Type every so many miles. And I'll get to that in a moment, promise. I just gotta get something off my chest first. The dazzling Blake Lively starred in a recent movie called "The Age of Adeline," and if my Facebook feed was any indication, most of my female friends hated the very notion of the film. Lively's character is in a strange car accident, and as a result she never ages. She remains permanently 29, and more crucially, forever beautiful. I mention this because I was carrying a bag of groceries through a parking lot, lost in whatever thoughts were bouncing around my skull. As I cleared an SUV, I suddenly saw it: the Salsa Red 2015 Jaguar F-Type R Coupe that has been "mine" for the past year. An entire year, let me stress. Yet I was still taken aback. What a gorgeous lump of metal and paint. As attractive as the day we met. But our story starts a bit further back.

Initially, Jaguar had the good sense to lend us an F-Type S Convertible for a 12-month test. I rather enjoy top-down motoring, so I was (obviously) quite tickled when those keys landed in my pocket. True, that particular F-Type "only" made 380 shrieking horsepower, not the 495 psycho ponies cannon-shot from the F-Type V8 S, as it was then called. (For the 2016 model year, Jaguar has dropped the V8 S. Coupe or convertible, all V-8 F-Types now make 550 frothing horsepower and are stamped with the letter R.) I was able to convince myself at the time that one didn't "need" all that power. After all, the V-6 is lighter, and lighter means better handling. Or some such nonsense. And hey, that S Convertible was pretty spiffy. Sadly/fortunately, Jaguar phoned one day,

2014 JAGUAR F-TYPE S

Service life / 6 mo / 10,720 mi
Base price / \$81,895

Options / Premium Pack S (\$2,000: 14-way power seats, dual-zone climate control, wind deflector), Extended Leather Pack (\$1,925: premium leather), performance seats (\$1,500), Italian Racing Red paint (\$1,500), Climate Pack (\$600: heated seats and steering wheel), HD and satellite radio (\$450), active sport exhaust (\$220)

Price as tested / \$90,090

Avg fuel econ/CO2 / 19.1 mpg / 1.02 lb/mi

Problem areas / Sound system software

Maintenance cost / \$0

Normal-wear cost / \$0

3-year residual value* / \$45,045

Recalls / Seatbelt harness connector

REAL MPG CITY/HWY/COMB FUEL ECON
19.0/23.5/20.8 MPG

*Automotive Lease Guide data

2015 JAGUAR F-TYPE R COUPE

Service life / 12 mo / 17,774 mi

Base price / \$99,925

Options / Vision Pack 3 (\$2,100: adaptive front lighting, blind spot monitoring, parking sensors, backup camera), panoramic glass roof (\$1,200), tan seatbelts (\$350)

Price as tested / \$103,575

Avg fuel econ/CO2 / 17.7 mpg / 1.10 lb/mi

Problem areas / Cargo privacy cover

Maintenance cost / \$0 (oil change)

Normal-wear cost / \$1,524 (Michelin Pilot Super Sport tires, mount and balance)

3-year residual value* / \$51,788

Recalls / Seatbelt harness connector, engine-accessory belt

REAL MPG CITY/HWY/COMB FUEL ECON
18.8/28.9/22.3 MPG

*Automotive Lease Guide data



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2014 Jaguar F-Type S; 2015 F-Type R Coupe*

POWERTRAIN/CHASSIS

DRIVETRAIN LAYOUT	Front-engine, RWD
ENGINE TYPE	Supercharged 90-deg V-6, alum block/heads; supercharged 90-deg V-8, alum block/heads
VALVETRAIN	DOHC, 4 valves/cyl
DISPLACEMENT	182.7 cu in/2,995cc; 305.1 cu in/5,000cc
COMPRESSION RATIO	10.5:1; 9.5:1
POWER (SAE NET)	380 hp @ 6,500 rpm; 550 hp @ 6,500 rpm
TORQUE (SAE NET)	339 lb-ft @ 3,500 rpm; 502 lb-ft @ 2,500 rpm
REDLINE	6,600 rpm
WEIGHT TO POWER	10.0 lb/hp; 7.1 lb/hp
TRANSMISSION	8-speed automatic
AXLE/FINAL-DRIVE RATIO	3.31:1/2.21:1; 2.56:1/1.71:1
SUSPENSION, FRONT; REAR	Control arms, coil springs, adj shocks, anti-roll bar; multilink, coil springs, adj shocks, anti-roll bar
STEERING RATIO	14.6:1
URNS LOCK-TO-LOCK	2.4
BRAKES, F/R	15.0-in vented disc; 12.8-14.8 -in vented disc, ABS
WHEELS	8.5 x 19-in (fr), 9.5 x 19-in (rr); 9.0 x 20-in (fr), 10.5 x 20-in (rr) , cast aluminum
TIRES	245/40R19 94Y (fr), 275/35R19 96Y (rr) Pirelli P Zero; 255/35R20 97Y (fr), 295/30R20 101Y (rr) Michelin Pilot Super Sport*

DIMENSIONS

WHEELBASE	103.2 in
TRACK, F/R	62.9/64.9; 62.4/64.1 in
L X W X H	176.0 x 75.7 x 51.5- 52.0 in
TURNING CIRCLE	35.0 ft
CURB WEIGHT	3,802; 3,915 lb
WEIGHT DIST, F/R	53/47; 52/48 %
SEATING CAPACITY	2
HEADROOM	37.0 in
LEGROOM	43.0 in
SHOULDER ROOM	56.5 in
CARGO VOLUME	7.0; 11.0 cu ft

TEST DATA

ACCELERATION TO MPH	
0-30	1.9; 1.7 sec
0-40	2.6; 2.3
0-50	3.5; 3.0
0-60	4.4; 3.6
0-70	5.6; 4.6
0-80	7.0; 5.6
0-90	8.7; 6.7
0-100	10.9; 8.0
0-110	13.3; 9.5
0-120	-; 11.3
PASSING, 45-65 MPH	
QUARTER MILE	13.0 sec @ 108.7 mph; 11.8 sec @ 122.7 mph
BRAKING, 60-0 MPH	
LATERAL ACCELERATION	108; 103 ft
MT FIGURE EIGHT	0.93; 1.02 g (avg)
TOP-GEAR REVs @ 60 MPH	25.4 sec @ 0.75 g (avg); 24.0 sec @ 0.89 g (avg)

CONSUMER INFO

STABILITY/TRACTION CONTROL	Yes/yes
AIRBAGS	Dual front, front side/head; dual front, front side, front curtain
BASIC WARRANTY	4 yrs/50,000 miles
POWERTRAIN WARRANTY	4 yrs/50,000 miles
ROADSIDE ASSISTANCE	4 yrs/50,000 miles
FUEL CAPACITY	19.0 gal
EPA CITY/HWY/COMB ECON	19/27/22; 16/23/18 mpg
ENERGY CONS., CITY/HWY	177/125; 211/147 kW-hrs/100 miles
CO2 EMISSIONS, COMB	0.88; 1.05 lb/mile
REAL MPG, CITY/HWY/COMB	19.0/23.5/20.8; 18.8/28.9/22.3 mpg
RECOMMENDED FUEL	Unleaded premium

*Tested on replacement Michelin tires; original fitment is Pirelli P Zero



We never did order up a set of black wheels. A pity.

They needed the convertible back, but they were replacing it with an R Coupe.

A perennial complaint of ours regarding all V-8 F-Types is the car's Slip'n Slide handling. That means, to paraphrase our friendly neighborhood race car driver Randy Pobst, it can't put the power down. The dictionary word is "oversteer." As luck would have it, the R Coupe is just as adept at burnouts as it is being left overnight in the MT garage. Meaning the rear Pirelli P Zeros didn't last very long. We saw cords at 15,000 miles. On went four brand-new Michelin Pilot Super Sports courtesy of our partners at Tire Rack. Night is now day. Everything else being equal, the Super Sports transformed the F-Type's handling. Gone from the back of my mind was the little voice stating, "Be careful!" as I pressed down on the throttle. I swear the car also now rides better.

Apples to apples, the 0-60 time fell by one-tenth of a second (3.6 to 3.7) while quarter-mile time improved a tad. (Both sets of tires need 11.8 seconds to go 1,320 feet, but the Michelin tires have a slightly higher trap speed, 122.7 mph versus the P Zeros' 122.3 mph.) But check out the figure-eight numbers: 24.4 seconds on the Pirellis, 24.0 seconds flat for the Michelin tires. Four-tenths of a second around a 1,750-foot course is significant, and it means that our test team was able to concentrate on going quick rather than correcting for oversteer. While P Zeros work wonders on cars like the Porsche 911 Carrera S, Super Sports are better on F-Types.

Speaking of ye olde 911, the average price of a used 991 Carrera S with 10,000 miles on the clock is right around \$102,000. The 2015 F-Type is just not going to hold its value the way a comparable Porsche does. That's part of what makes 911s so special: They're slow to let go of their value. Still, if Jaguar continues down the path it started with the F-Type—top-shelf looks, bonkers performance, fun

to drive, mass sex appeal—and if our car's reliability is any indication, there's no reason you can't dream about this car in the same way as you do the 911. The secret, as Porsche can attest to, is continual improvement.

As for reliability, the R Coupe has been nearly perfect. The only issue is that the luggage cover that goes up and down with the rear hatch has partially separated into two pieces. And the little ropes that lift it up with the rear glass failed. Seems as if Jaguar's glue isn't formulated for Southern California summers. Not only has that been it for the hardtop, but the parcel shelf was actually a recall item, fixed for no money at the dealer. The previous, short-term convertible had but one issue, as well. There was also a recall for the seatbelt retractors, which we mentioned not being very good in a previous update. The stereo remaps itself when the top is down, but stopped switching back to normal when the top was up. The result was what sounded like a blown speaker. Some sort of software glitch was fixed for no cost under warranty. The coupe got itself rear-ended and spent a long six weeks in the repair shop. During that time a 10,000-mile service (oil change) was also performed for \$0, as part of the F-Type's included maintenance.

All in all, my 18 months with the two F-Types have been filled with little but joy, even with all the police attention and accompanying tickets. Both cars, convertible and coupe, were a pleasure whether running errands, commuting, road tripping, playing on a racetrack, destroying the rear tires in the parking lot of said racetrack, or just going hellbent for fun on a canyon road. All that said, the coupe is my preference. The sound and the fury from within the cabin are the stuff of car guy/gal dreams. The exquisite, elegant Ian Callum design is the stuff bedroom poster fantasies are made of. This is one car I already miss. And yes, I know exactly how lucky I am. ■



2014 JAGUAR F-TYPES

MISSING ROOF We were supposed to have the convertible for 12 months. Life and luck are funny things.

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Jason M.
Manhattan Beach, CA

A: Well Jason,

The verdict is in, and I just happen to have the perfect answer to boost you and your confidence, while giving your wife the time of her life ... repeatedly!

For months my fiancé was feeling the exact same way you were and then, one night, we had the most phenomenal sex, EVER. I had never seen him more excited and powerful. He took control right from the start and the feelings we shared together were totally mind-blowing. And, here's

the best part, every time since that night, he just keeps getting better and better. It's amazing! I can't get enough of him now!

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Angus MacKenzie

The Big Picture



POISON PILL HOW TO DESTROY GM

► Sergio Marchionne's audacious bid to merge Fiat Chrysler Automotive with General Motors is precisely the multi-billion-dollar power play Wall Street loves. This is swashbuckling, freewheeling American capitalism at its best, and there's a lot of money to be made by the bankers and lawyers and shareholders who are in on the deal. There's just one small problem: The merger would be a disaster for GM.

Marchionne's 2009 merger of bankrupt Chrysler and struggling Fiat made classic business school sense. Chrysler built large and midsize cars, trucks, and SUVs, and had a strong dealer presence in North America, while Fiat had expertise in small cars, diesel engines, and dealers in Europe and South America. The synergies looked real, but behind the dazzling financial footwork was a business saddled with too many uncompetitive vehicle platforms and too many struggling brands.

Six years on, reality bites: FCA is running out of the time and money needed to fix key product lines and revive iconic brands. Financial engineering, no matter how clever, is no substitute for the real thing.

For all Fiat's vaunted expertise in small cars, neither its Fiesta-size Punto nor Focus-size Bravo models were among the top 10 sellers in Europe's most critical market segments. Astonishingly, the Fiat brand's biggest market is not even Italy, but Brazil, which accounts for 45 percent of total sales, and the Fiats sold there are mostly cheap, low-tech cars that consumers in developed markets won't consider.

Marchionne has attempted to switch the focus to potentially more profitable premium brands. Reaction to the BMW 5 Series-fighting Maserati Ghibli has been muted, however—Tesla sold more Model S sedans in Europe last year—while Alfa Romeo, starved of investment as FCA dithered over its relaunch strategy, sold fewer cars than Lancia, a zombie brand now banished to the Italian market after Marchionne's plan to rebadge Chryslers as

Lancias in Europe failed ignominiously.

Collateral damage: Chrysler. It's now pretty much dead

outside North America, surviving only in the U.K. and a handful of other countries. Here in the U.S. Chrysler's lineup now consists of just three vehicles—200, 300, and Town & Country—with the brand accounting for just 15 percent of FCA's sales. Dodge is in much better shape, but half its car sales last year came from two models built on aging hand-me-down Mercedes-Benz platforms: Charger and Challenger.

The critical point is that outside Brazil, and apart from the Fiat 500 in Europe and minivans in the U.S., FCA vehicles don't lead their segments. In the U.S. the Ram pickup is outsold by the Ford F-150 and Chevy Silverado; the Challenger by the Camaro and Mustang; the Jeep Patriot, Cherokee, and Grand Cherokee by the Honda CR-V, Chevy Equinox, and Ford

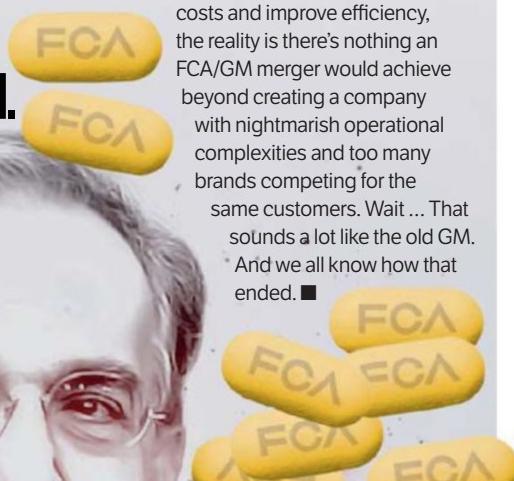
Explorer, respectively. Even Chevy's little Spark outsells the Fiat 500 here.

GM does not need FCA. It already has one of the broadest vehicle architecture portfolios in the business, probably second only to VW Group. GM builds everything from sub-compact front-drive city cars to heavy-duty diesel pickups, and pretty much everything in between, including front-drive family cars of all shapes and sizes, rear-drive luxury cars, SUVs, and genuine sports cars. GM also has a global manufacturing and retail footprint, producing vehicles in 30 countries and selling them in more than 120, and brands that are now clearly defined and well understood by consumers.

Ferrari and Jeep, Marchionne's most valuable bargaining chips, are iconic and successful brands. They alone would make nice additions to the existing GM portfolio, but they are simply not worth the aggravation of taking on the rest of FCA.

For all Sergio Marchionne's talk of the need for further auto industry consolidation to reduce costs and improve efficiency, the reality is there's nothing an FCA/GM merger would achieve beyond creating a company with nightmarish operational complexities and too many brands competing for the same customers. Wait ... That sounds a lot like the old GM. And we all know how that ended. ■

Nightmarish operational complexities and too many brands competing for the same customers—that sounds a lot like the old GM.



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Sergio
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